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On the cover: Our cover photo this month has absolutely nothing to do with the contents of this book, other than it being a pretty picture of trail riding in Colorado that we found in the files while cleaning the office. Nice, huh? Photo by Paul Clipper.

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Paul Clipper
Bossman

Mark Uth
Technical Editor

Charlie Williams
National Affairs Editor

Len Nelson
Web Master

Todd Topham
Chris Collom
Mike Collins Jr.
Test Riders

Mike Bernier
Denise Bernier
Darlene Staplins
Gerry Kurry
Ed Hertfelder
Joe McLaughlin
Suzy Moody
David Sutton
Contributors

Editorial and
Subscription Address
P.O. Box 2038
Medford Lakes, NJ 08055
(609)953-2922
Fax (609)953-7223

Web Site
www.trailrider.com
E-Mail Address
trailrider.mag@verizon.net
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Warning: Some people really enjoy the whole "pain" part of riding. If you're one of them, great. We don't have to tell you that riding is risky business. You already know that every time you head off into the woods on your dirt bike you're taking your life into your hands, literally. You're going into uncharted lands where even the finest insurance companies are going to be loathe to bail you out. We don't have to tell you bleed-junkies that, but the for rest of you for goodness sakes be careful, you can get hurt easily. Besides that you can be chased by livestock, stalked by wild animals and consumed by insects. Just be careful and you'll be fine. At least we think you'll be fine, you never know.

Stuff To Know

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Back Issues: A limited number of back issues are available. Write us and let us know the month and year, and send \$2.95 per copy, plus U.S. Postage of \$3 for up to four magazines. More than four and we'll have to figure out the postage. Don't use the shotgun approach and tell us to "send all the mags with XR400 tests" unless you have plenty of time to wait. (Hint: We never had an official XR400 test bike).

Address Changes: If you don't want to miss an issue, let us know in advance of your move, so we can update our files before we mail your magazine into the ozone. The P.O. is supposed to forward magazines if you tell them to, but they don't do it in a hurry.

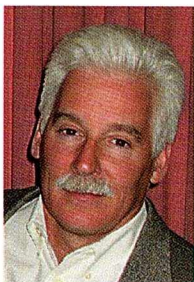
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Contributors: We pay \$50 a page for copy, and \$10 each for photos, but we don't print just anything that comes in. Call us and we'll talk about it.

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Last Over

by Paul Clipper

Woods Yankee Jr.

I must look like an idiot, I thought to myself. Here I was, trying to ride as technically well as possible, trying to set a good example and show the easiest line around everything, and I've been hitting every rock and tree that gets in my way. I've nearly stalled a dozen times and recovered as ungracefully as possible, and feel like I've spent most of the last three miles cross-rutted. Why? Because I've been riding looking over my shoulder, more worried about my riding partner than saving my own skin.

The occasion was the Sunday ride of the Mohawk All-Offroad Turkey Run, a ride in Massachusetts early this summer. When the information on the event made it to me, I was immediately attracted. It was billed as an all off-road event; no registration or driver's license necessary. I called for more information and found out that the club was asking for only a reasonable minimum age, so right away I thought it was a perfect opportunity to introduce my 14 year-old son, Zack, to the joys of NETRA turkey run riding.

Now, if you get a little bit of a laugh out of that last line, I know you're familiar with NETRA turkey runs. The most experienced among us know that a NETRA turkey run is only "easier" than an enduro in the sense that you don't have to maintain a time schedule. You can ride a turkey run at whatever pace you want, but the trail is the same as any enduro trail, more or less. And of course it's all subject to our typical New England weather.

Compounding all that is my perennial problem of forgetting what the riding up here is like over the long winter every year. By the time the Black and Blue enduro is an old memory, I've got myself convinced that most New England riding is like breezing through grassy Sound of Music hills on a dry summer afternoon. In this case, in my addled head, I was assuming that a turkey run that kids were allowed to ride meant an easy turkey run. And it was easy. To me.

So with idyllic thoughts of riding nirvana in mind, I invited Zack along. He's young, and trusting, and wouldn't even think that his father would subject him to any kind of discomfort or inconvenience. He'll get smarter as the years go by.

We drove up to northern Massachusetts on a beautiful Saturday, me pointing out the significant scenery and looking forward to the next day of riding. I still had visions of sugarplums in my head when we arrived at Brody Mountain and started talking to the club members. As soon as I heard "Man, it's a little muddy out there..." and "Just be ready for the hill 1.3 miles out!", it all came back to me. Oh my God, what was I doing? This is my son I'm taking up on these trails!

Zack wanted to unload the bikes and ride some; just a few miles out and back at the least, just to burn off some energy and get a little warmed up. Thankfully, the club was shutting down the course for the day (it was a two-day ride, with ATVs allowed on Saturday), and I told Zack it wasn't a good idea to try to push the issue. Though I didn't know exactly what it looked like, I had a feeling that "the hill" at 1.3 miles out

might convince Zack that riding on Sunday might not be the most fun ever. Better to wait until we were firmly in the stream of traffic Sunday morning to find that out, rather than have to sleep with the knowledge.

I waited until after breakfast to outline the plan. This is a parent's tactic—you want the victim to be able to get breakfast down before you start scaring him. We were driving back up to the ski area when I told him, "Okay, look. I'll lead for you most of the time, but in places I'll want you to lead for me, okay? And if you have any trouble with the hills don't worry about it, I'll walk back down and ride your bike up for you."

"You'll ride my bike up? Why would I have trouble with the hills?" he said, with a fair amount of suspicion.

"Well, you heard the guys talking yesterday," I said, "There's some kind of monster hill 1.3 miles out, and they also mentioned mud. I haven't really explained what mud is like up here."

"I ride in mud all the time," he said with complete confidence, "I won't have any trouble."

All I said to that was "You've never ridden in this kind of mud," and I left it at that.

We got all the preliminaries out of the way and lined up for the start. He didn't look nervous, but I know he was at least concerned. He's not fond of traffic on a bike, and sitting behind at least 50 riders champing at the bit to get going must have been somewhat alarming. Thank goodness the club had the decency to start each group of riders about 30 seconds apart.

He wanted me to lead off the start, and that was fine. I figured he's got to be watching me closely, so I started out carefully trying to follow the smoothest, most sensible line, rather than following the knuckle-headed enduro-style path I usually take. The trouble is, I can't stop being the concerned parent, so all the while I'm trying to look behind, and making sure he's going well and comfortable with the pace. We weren't riding particularly slowly, but I'm well aware that I can still simply ride away from him without much effort. He'll be much faster than me soon enough—it won't take much—but at least right now I still enjoy the advantage.

I tried to show the best line up everything, but looking back didn't help much. Only later did I figure out he was never looking any farther ahead than his front wheel. I just figured all we had to do was hit "the hill" with some kind of momentum and we'd probably be all right.

No such luck. What happened to the trail here was a typical New England thing. The path was fine, even after all the rain we had. A little wet, mostly good traction and packed down by the quads the day before. Since we started at the base of a ski mountain it had been all uphill from the beginning, but not really steep, just a long grind. When we got close to 1.3 miles, though, we reached a point on the hill where springs coming out of the hillside naturally flowed down onto the trail, and real mud began. At exactly 1.3 miles there was a big off-camber rock slab on the left side of the trail and a sloppy trench in an awkward line far to the right. The rock was too slippery for any-

thing other than a good rider on a four-stroke, and the trench, though it was the only possible line, wasn't a "feets-up" way around. Anybody would want to take their left foot off the peg when negotiating the trench, and then they'd find out that sitting down wasn't the way up this hill. And besides that, traffic was stopped.

It was just steep enough, rocky enough and muddy enough below the rock that getting going again once stopped would be a real trick. We sat for a while waiting for the hill to clear, and then finally I decided to try the "four-stroke only" line, even though I was on a two-stroke. Not a good idea, I crashed ungracefully on the rock, and had to run the bike up above before I could get back on and ride up the hill. Very slippery going. As soon as I hit a level spot I leaned the bike against a tree and scrambled back down to get Zack's bike.

Turned out he did better than me. The hill cleared, and he took the better line and got up over the rock, but then stalled it and couldn't do much more than spin in the loose stuff above the rock. I offered to take the bike, which he gave up readily.

"Maybe we could sit here and take a break," he huffed after climbing up to where I parked his bike. No trouble. I had no problem with a five minute rest even though we were only a mile and a half out, because I knew that any time you have uphill mud you're going to have downhill mud soon enough, and we did, just a mile farther along. He did all right, I hit a tree looking back through it.

To me, and Zack, the best part of this ride was that the club had the foresight to include bail-out points where you could short-cut back to the finish. One was about 12 miles out, leaving you with a 20-mile total ride, another was at 16 miles, making for a 26 mile total, and then there was a final one at 23 miles. If you went the whole way, the ride was 50 miles long. When we got to the 12-mile cut, I asked Zack which way we should go, and he said "That way," indicating the shortcut. Like a good dad, I reasoned with him, saying "Look, the next cut is only four miles up the trail, let's ride to that one and bail out there."

It was worth the trip, because there was some pretty fun scenery along the way. But the trail was one of the loose, rocky sidehill jobs that I could tell freaked him out a little here and there. I tried to make him lead, but after a short time he'd always wave me by.

When we got back to a lemonade stand the club had set up, we found out that the return trail was backtracking on the start trail, for the last four miles or so. That meant that all the downhill mud was now uphill mud, and vice-versa. Oh boy.

All I'm going to say about it is that we got back to the start after me riding his bike twice, and him watching me crash at least that many times while looking over my shoulder at him. I also got to see him hit the ground hard on the boulder that stopped us on the way up, but not seriously. Once I got some food in him at the end, he even cautiously admitted he enjoyed it, in a way. "Yeah, that was fun...." he said.

That's my boy! We'll make a real woods-Yankee out of him yet! ▲

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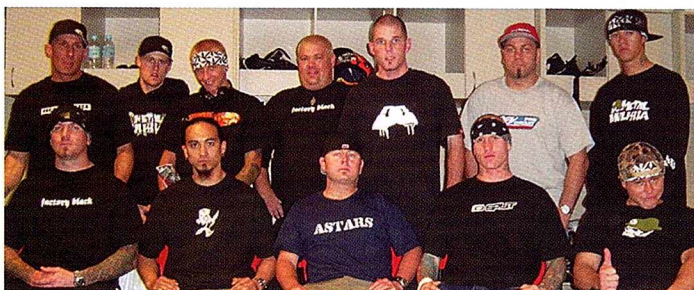
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Bernardo Down Under

Got a note from Jerry Bernardo the other day. He'd just gotten back from the Crusty Demons Global Assault Tour in Australia, where he spent the time emceeing the event. "I had lost my voice on tour, and the doc told me not to talk for five days," he said, "I was dying in this photo." We don't know who-all is in the photo, but we do know that Bubba isn't there. "Seth Enslow thought it (no voice) was funny as shit,



The fine young men of the Crusty Tour '03.

I didn't. Brian Deegan (boxer pose) was doing the backflip on this tour. Five cities, 10 shows in one month, total 100,000 people came. Second highest grossing tour, next to the Rolling Stones, in Australian history!" Bernardo is, of course, the founder of the legendary Fah-Q Racing team, also the founding host of the late lamented Motoworld 2 TV show, and at one time he drove girls around in a van for Franco Acerbis. Aside from that, we know nothing about the guy.

Survival Qualifier

The Ridge Riders' Bluestone 300 ISDE qualifier ran last weekend, in conjunction with the Quarry Run dual sport, and it was quite an event. For the past four years, the ones of us who knew praised the Quarry Run dual sport as the finest ride of the season on the east coast, and we knew that the qualifier would be easily just as great, or greater. Trouble was, it rained. Rain of biblical proportions. The grass tracks turned to mud tracks, and water ran freely down all the hills even when the

rain stopped. But, it was still a great ride. "That was awesome, man!" Mike Lafferty declared in a Tuesday phone call to the office here. "I know you guys have been saying for years what a great ride that was, well now I know you were right. I was having an awesome time riding it, so much fun. Too bad I got beat, though!"

Lafferty had his eyes on the overall, like all the competitors, but this one got away from him. Instead it was like the brand new old days again, and Steve

Hatch emerged on top of the event after two days of rain, mud and fast rocky trails. Hatch is a New Yorker by birth, and must have felt right at home again. Odd to see him on top of an event that isn't a GNCC, since the Suzuki team is basically not allowed to ride anything much other than GNCCs. But there are strong rumors around that this is the tip of the iceberg, and that Hatch's days with the Suzuki team are nearing the end, and next season you might see him on a different color bike riding—are you ready?—national enduros, maybe. If true, it should make next year really exciting.

Rodney Smith was second overall at the Bluestone 300, followed by Barry Hawk, Chuck Woodford and Fred Hoess. Italian Jarno Boano was sixth overall, Jason Raines was next, then Lafferty, Mike Kiedrowski, and Robbie Jenks filling out the top ten. Who finished eleventh? Forty-two year old Kevin Hines.

Mike Lafferty, Rodney Smith, Mike Kiedrowski, Fred Andrews, Jason

Raines and Ty Davis are already pre-selected as the U.S. Trophy Team for this year's Six Days, and were not vying for positions in this race (Andrews chose to sit the qualifiers out). With the running of a qualifier in Idaho earlier in the month the season has been com-

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ISDT Reunion Ride Update

The seventh annual Leroy Winters International Six Days Trial Reunion Ride comes to the Berkshire Hills of western Massachusetts on October fourth and fifth of this year to celebrate the 30th anniversary of the first U.S. ISDT. Based at the spectacularly scenic 400 acre farm of lifelong trail rider Jim Hoellerich, the gathering of veteran ISDT riders and vintage dirt bike owners and enthusiasts will honor all the ISDT vets who are able to attend. The special focus will be on those who rode the 1973 ISDT, including the only US team to ever win the ISDT Silver Vase, the Husqvarna team of Ron Bohn, Dick Burleson, Ed Schmidt and Malcolm Smith.

As of June 1, 91 riders have signed up. 18 of them are ISDT vets, 10 of whom rode in 1973. The Pentons are in the forefront, with five of the six 1973 Trophy Team members entered: Tom, Jack and Jeff Penton, Carl Cranke and Dane Leimbach, with Billy Uhl yet to be heard from. With the addition of Doug Wilford and Jim Hollander, both also entered, both Penton Manufacturers Teams A and B are signed up for this year.

Other 1973 vets entered are Helmut Clasen from Canada, Dave Latham of the Yankee/Ossa Manufacturers Team, and Stellan Tingstrom of the Twin City Competition Riders Club Team. Other ISDT/ISDE vets entered include Bill Berroth, Fred Cameron, Don Chichocki, Gary Edmund, Bob Hicks, Ray Mungenast, Peter Ruggiero and Charlie Williams.

Pre-entered riders' ages range from 29 to 75, with the heaviest concentration in the 40s and 50s; 36 and 29 of them, respectively. Even the 60-somethings are out in force, with 16 of them, as well as the three 70-somethings! The Pathfinders M.C., promoters of the event, are sticking with the formula laid out by Dick Mann, one of the founders of the event, offering a vintage-friendly ride suitable for "50+ year-old riders on 30+ year old bikes."

Riders entered to date are coming from 26 states and two other countries. Canada is one of the foreign countries of course, but also Germany is being represented by Leo Keller and Burchard Lenz, both riding Hercules machines.

No less than 19 different makes of vintage enduro bikes have been entered, including (in order of quantity) Ossa (18), Husky (12), Penton (12), Bultaco (4), Can-Am (4), Rokon (3), Triumph (3), Hercules (2), Monark (2), Yankee (2), Maico (2), Hodaka, Montesa, Sachs, SWM, and Zundapp. Many vets on vintage bikes will find plenty of support for their chosen marque, as the Penton Owners Group, the Husqvarna Motorcycle Club, and the Spanish Motorcycle Owners' Group will have setups on the site. These groups have also already provided financial and informational input on their respective 1973 teams in the souvenir program.

Efforts are being made to contact persons interested in the Kawasaki, Rokon, and Triumph teams to see if there is any owner/enthusiast support for these teams. In order to pay due attention to them, we need information from them or their supporters. We lack information on certain Club Teams from 1973, including the Golden Gators, the Twin City Competition Riders, and the Lansing Motorcycle Club. Anyone who might have any such information is invited to contact Bob Hicks at (978)774-0906 between 6 and 9 p.m. (no answering machine).

The 2003 ISDT Reunion Ride is being held October fourth and fifth of this year, starting from Jim Hoellerich's farm overlooking North Adams, Massachusetts. For more information, see the Pathfinders web site at www.pathfindersmc.org, or contact trail boss Steve Erickson at 203-775-1223. E-mail kdxsteve@earthlink.net.

NETRA Testifies in Massachusetts

On May 29, 2003, five NETRA Directors testified before the Massachusetts State Legislature Environment Committee in support of NETRA-sponsored Bill 971. These Directors included NETRA President Frank Frey, VP Mike Stone, Treasurer Kevin Howley, Director Ray Ellis, and Director Mark Bettencourt. Mike Stone also provided Committee members with copies of his two reports on our MA state forest trail work under the MOA program, including photos of this work. NETRA's new MA lobbyist John Bartley also participated.

Bill 971 is sponsored by Rep. Michael Rodrigues and Rep. Douglas Petersen. Based on the Vermont VAST snowmobile program, it would require a Trails Maintenance Assessment sticker on ORVs ridden on MA state forest trails and any other trails that NETRA incorporates into its trail system, with the fees being used for trail maintenance. It directs the Department of Environmental Management to consider opening ORV trails in additional state forests under the MOA program, and to open these trails to year-round use except when weather or trail conditions warrant closure. It would also add trail user representation to the Board of Environmental Management.

As a result of our 14,757 man-hours of trail work under the MOA program since 1996 (a figure which includes NEATV and WestMass ATV work), NETRA has a great deal of credibility to stand on, and in their testimony, several NETRA Directors emphasized the success of this work and the desire to expand upon it. The lack of legal riding areas on public land east of the Berkshires was also emphasized.

Only the Audubon Society testified against the bill, and their testimony was not very strong because they were more concerned with several other bills that were being considered, including logging bills.

NETRA President Frank Frey also spoke in support of a similar Snowmobile Association of Massachusetts Bill 1223, as well as a Bill 290 which would prohibit towns from prohibiting motorcycling, a Bill 2848 which would authorize a study of multi-use trails in MA, and Bill 1224 which would also add trail user representation to the BEM. Frank Frey and Ray Ellis spoke in opposition to Bill 1909, which would prohibit the sale of two-stroke trail bikes in MA.

Reported by Mike Stone

pleted, but as of this writing the AMA has not released the names of qualifying riders for the Junior Trophy team and Club teams in Brazil this year. Look for a full story on the Bluestone next month, and hopefully by then all the teams will have been selected.

New Kaw Thumper

Joining in the 250cc four-stroke motocross wars will be Kawasaki this year, with a brand new KX250F that looks really nice. It's a kickstart engine, with a very oversquare bore/stroke (77.0 x 53.6mm) that looks like it will be a high-revving machine. This is a whole new bike, top to bottom, and we're wondering when one of you will hang a headlight on the front of one and go woods racing. Are the fine green folks at Kawasaki going to build a KDX250F with electric start? No word on that yet, but we're waiting in line for it, that's for sure. The sport could use a new lightweight



electric start 250 thumper enduro bike, couldn't it?

Other Kawasaki news assures us that the KDX 200 and 220 are still here, and that's a great thing as well. Why? Because without them Jeff Fredette would have to retire. He's been on a green bike so long he wouldn't know what to do on any other color. The KDX is also something like 24 years old now. We should start getting the 25 Years of KDX story together for next year. Don't laugh, if anyone could do it, it'd be us. Maybe we'll talk to Fredette.... ↑

Sad Passing: Fred Marsh, 103

Motorcycle Hall of Fame member Freddie Marsh, who raced dirt-track in the Northeast in the 1920s and ran his last hillclimb at age 88, died June 8 at age 103, the AMA reported this month.

Marsh was a long-time dealer, having opened an Indian dealership in Hartford, Connecticut, in 1926 and owning a Moto Guzzi dealership in East Windsor, Connecticut, at the time of his death. He was inducted into the AMA Motorcycle Hall of Fame in 2002 for his incredible longevity as an amateur racer, his years in the industry as a dealer, and his obvious love for motorcycling.

Even after he surpassed 100 years of age, Marsh continued to ride an old, Indian 50cc scooter around the parking lot of his dealership, cutting smooth ovals and turning left, just like in his dirt-track days. "It keeps me going," Marsh said of his daily parking-lot rides, at the time of his Hall of Fame induction.

Marsh began racing flat-track in the 1920s and competed at races across the Northeast for decades, picking up the nickname Freddie "Demon" Marsh. When he gave up flat-track racing, he raced hillclimb. Even in his final years, Marsh and his faithful dog, Romeo, continued to greet customers at the door of his dealership, which is managed by his nephew.

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Stay Smooth

What would you call your riding style? Smooth and flowing, or nervous and jerky? If you're all over the bike and always skidding to a stop in turns, we're going to tell you right now that you'll have a lot better and more memorable days in the saddle if you smooth out your act. Think "Zen and the art of trailriding." You'll find your riding a lot more fun and rewarding if you can settle down and become one with the terrain, and the bike, when you're off in the woods.

Now, how are you going to accomplish this? Easy; by putting together everything you know about your bike and riding, and making it all function as a single package rather than a series of tasks. At the basic level, this assumes you can run through the gears and then brake and decelerate for a turn without thinking of every little act along the way—"Okay, I have to pull in the clutch, now shift to the next gear, give it some gas." There are times when it pays to think about that stuff, but we'll cover that in another column. For now, let's assume you can ride the bike without thinking about it, and then we're going to work on getting smooth.

The primary thing is to relax. It's a catch-22, of course, we know that. How can you relax when you're trying to wrestle a bike down these trails it doesn't want to go down and the only way you can get down them smoothly is to relax? Well, one thing at a time.

First, it may be a big help to your riding day if you tried starting out slow for a change. The majority of riders get into trouble right away by trying to go too fast, too soon. Take it easy when you start. Shift a little sooner, let the bike warm up, don't brake so hard in the corners at first—concentrate on keeping the speed under control going in, but then go easy on the braking and roll the gas on coming out. It's good to start a ride by concentrating on good riding rather than speed. Ease into it, think "I'm going to aim for the best line, stay out of the ruts, don't hit the rocks, keep it on two wheels and have fun." There will be plenty of time to go fast once you have the fire burning.

Secondly, remember that the ultimate goal is to relax. You want to assume a firm but loose presence on the bike. You're the one in control, but you have to find that balance between going where the bike wants to go and you steering it the way you want to go without scrambling all over the bike like a monkey wrestling a football.

Don't worry about what's under your wheels; instead look as far ahead as you can. If you're



One of the things Mike Lafferty learned about riding a four-stroke is that you have to be strong but relaxed, you can't "muscle" the bike, and you have to be smooth and flexible in the saddle. Riding stiff or scared doesn't work.

looking at the trail right in front of your fender, you're already losing. Try to look way up, well into the next turn if possible, and visualize the best line through what's coming up. If it scares you to look ahead, you've got a habit going that you're going to have to break. Again, try slowing down and picking your gaze up. Find a comfortable speed where you can stop paying attention to what you think you're going to hit, and instead look ahead. Start easy, just by looking into the next turn. Then look farther ahead than that. You'll find that you miss more of what you think you're going to hit anyhow—one of the sure ways of ramming into something is to stare at it, to lock onto it with your eyes. It's called "target fixation," and it only pays off with hand grenades and horse shoes.

Once you're comfortable looking ahead you can forget about worrying over specific objects in

your way and instead work on a skill called "reading the terrain." When you "read" the terrain all you're doing is noting the trail conditions and using your experience to put together a basic assumption of what is coming up ahead. If the trail in front of you is rocky and rutted, it's reasonable to assume that it's going to stay rocky and rutted until you get to the other side of the hill or whatever. If it's sandy and whooped out, you plan on expecting sand and whoopedos. Once you accept that things are going to remain consistent you can work on one of the most important ingredients of a smooth rider: staying calm.

We've already told you in previous columns that the ability to relax is a good quality in an off-road rider. Keeping calm and being relaxed go hand in hand. On the one hand, when we say relax we're talking about staying loose on the bike. On the other hand, calmness is more of a mental state. Calmness means accepting what's going on around you, it means having enough confidence to know that you can handle what comes up. If the trail leads you to a ditch, don't just tense up and slam on the brakes and skid into it. You've been over ditches before; work it out. The world isn't going to end right here, ride the ditch the way you know how—slow down, get the front light, get your weight back and hop over it, just like you know you've done before.

If you've never done it before, stop and figure out how. Yep, they call it practice for a reason—take something unfamiliar to you and practice it until you understand how the bike will work. Once you have the confidence that you know how to ride anything that nature throws in front of you, well, then you have no reason to be riding tense, do you?

Think of the tortoise and the hare. The rabbit raced on ahead and made every mistake in the book. The tortoise just kept poking along and beat the bunny to the finish. One day, I was all thumbs and left feet on the bike, and I decided to hang back, ride slow, relax and get a rhythm going before I started notching up the speed. By the end of the day I was using all of fifth gear in the woods, going faster than I ever had before (or since). Taking it easy let me warm up my body and my confidence, and after that the speed came naturally. Get warm, stay calm, ride smooth. ▲

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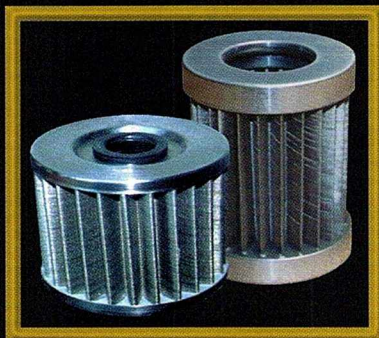


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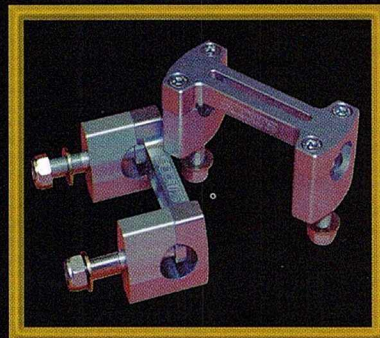
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BASIC TIMEKEEPING

If you're going to ride enduros, you have to know the basics

We ran this series of timekeeping articles a few years ago, and judging by the response we received learning more about timekeeping was a big hit. So, since a few more enduro riders have come of age since then, and since more than a few of us has gotten rusty in the ensuing years, we're going to repeat the series this spring. Happy timekeeping!

You can ride enduros without timekeeping. There is no rule that says you have to have a clock, odometer, computer, roll chart, whatever, on your handlebars. If you want the fun of just paying for a real challenging trail ride, then by all means enter an enduro and just ride. And I will forever defend your right to do just that.

However, if you want to get serious about enduros and try your skill at maybe doing good in them, even so much as winning a trophy, you're going to have to learn how to timekeep. Timekeeping is the basic art that turns enduros from just another motorcycle "race" into a thinking person's game. The ability to use timekeeping and understand enduros completely will open up a whole new world of experience to you as an off-road rider, and you may find it one of the most satisfying things you have ever attempted.

So what this article will be is a look at basic, cheap timekeeping for the rank beginner. Next month, we'll have an article on advanced timekeeping, where we'll talk about the finer points of riding enduros. Finally, in a third article we'll talk about computer timekeeping, if we need to, and then if there are any questions left we'll try to answer them. As I've done with my own riding career, I went out and asked a lot of questions of good expert riders, and a lot of what you're about to read also comes from them.

Basically, if you ever thought you'd like enduro riding, stick around and read on. This is where it starts getting interesting.

Step One: Know the Rules

We asked Randy Hawkins what he would recommend to new riders, and he didn't hesitate to answer. "Know the rules!" he said. "The first thing a new rider should do is get a rule book for the organization he's going to start riding in, and learn everything about how the enduro should be set up. The rule book will

tell you what kind of checks there are, where the possible check locations might be, about resets, free time, everything. Without a doubt, knowing the rules is the best place to start."

We couldn't agree more, and we also can't over-emphasize this. Basically, for the region we're riding in, there are two different kinds of rules used in enduros, AMA rules and Brand-X rules. Generally, AMA rules are far more complicated and it seems like each region varies the interpretation of AMA rules somewhat, so it pays to get a rule book and study it. From it you will learn such things as check placement, which is very, very important. For example, in basic AMA rules checkpoints can't be closer than three miles apart. Right there, you know that every time you hit a checkpoint you



A basic timekeeping setup, on an ECEA rider's bike. Note the roll chart holder on top, with a clock and odometer underneath. Right: Example of a written-out roll chart. See the text for an explanation.

then have three miles of riding where a check is not possible...so in AMA rules that usually means ride as fast as you can.

There is also the "two before, three after" rule, that says you can't have a check closer than two miles before a gas stop or within three miles after. But note also that this does not apply to a "gas available," which is not a gas STOP, so it doesn't conform to the two before, three after rule. A checkpoint can be placed anywhere around a gas available.

If you ride in the NETRA region, you'll have to know Brand-X rules as well as AMA

rules. Brand-X is an interesting variation of enduro rules that is actually quite fun and very fair. With Brand-X, you are scored check-to-check. Say you're riding on minute 20, and you come into the first check four minutes late. When you leave the check, your number is now the number you arrived on, so you're now riding on 24. This means no matter how late you arrive at a check, you leave it on time, or nearly on time if you dawdle past the flip of the cards. Also, Brand-X has no two before, three after, or three mile spacing rule. Under Brand-X rules checkpoints can be placed anywhere on the course.

As you can imagine, there are many rules governing all the action that takes place on an enduro course, and it is extremely important to know them all. Without a firm knowledge of the rules, all you'll be doing is lurching along, alternately chasing like mad and then practically dog-paddling following the people on your minute, with no clue of what's going on, and believe me it's a lot more fun to know why you're doing what you're doing. Get a rule book, read it, and if you don't understand what they're talking about, seek out the help of a more knowledgeable friend or club member and ask questions.

Real Timekeeping

Okay. So we're going to assume that you know how to enter an enduro, know what to wear, know how to prep your bike so it runs all day. We're not going to get into how you're going to get more fuel on the course, or how to carry Yoo-Hoo and jerky in your fanny pack. You want to know about timekeeping, so we're going to tell you the simplest method. In the next article we'll get into the more complicated stuff.

You are going to need three different pieces of equipment. You will need an odometer, a roll chart holder, and a clock. The odometer you use may be the one that came on your bike, or you may choose

Start
17 mph
0.0 - 00
SPEEDO
2.9 - 10
3.4 - 12
5.1 - 18
Change to
25 mph
7.6 - 24
Change to
18 mph
7.9 - 25
8.2 - 26
8.5 - 27
8.8 - 28
12.4 - 40
Change to
24 mph
12.8 - 41
13.2 - 42
13.6 - 43
14.0 - 44
14.4 - 45
14.8 - 46
15.2 - 47
15.6 - 48
Reset
16.0 - 20.0
20.0 - 59
Reset
21.9 - 22.9
23.8 - 11

to invest in an electronic odometer. The electronic ones are nice; there's the AutoCal from ICO, the tiny Trail Tech Endurance odometer, and then the odometers built into the enduro computers, which we're not going to talk about right now. Basically, you need something that will count miles, and be resettable by tenths, and is reliable.

A roll chart holder you've seen, if you don't already have one for riding dual sports or turkey runs. It's a little handlebar-mounted box with knob-driven shafts sticking out of the top and bottom of one side, with a removable plastic window on top. When you make up your roll chart, you do it on adding machine paper or tape together strips of paper supplied by the club as a route sheet, and roll it up inside of the roll chart holder in a way that you can advance the chart with your left hand by turning the knobs. Good dirt bike shops sell them.

You'll need a clock, as well. Most of us would recommend two; a handlebar-mounted clock and a wristwatch. For the handlebar clock you have to get something you can read at 20 mph or faster over rough ground, and something that is easy to set. ICO makes a great, tough enduro clock that mounts to the crossbar. Enduro computers also have clocks built in, or you can go the el cheapo route and get one of those little digital stick-on car clocks from an auto parts store. Some of the car clocks are actually pretty neat, with numerals over an inch high, but they are not very sturdy nor waterproof, so when you mount them on your bike you really have to think about protecting them while you ride. When you spend a lot of time walking enduro trails, like us magazine-geek event photographers, smashed LCD screens and little fractured bits of integrated circuits are common litter in rocky areas. Of course, if you smash a Pep Boys clock you're only out five bucks, so it's not like it's a big deal—the problem comes from losing your time-keeping ability for the rest of the day. The wristwatch, therefore, is your back up.

The club will give you a thing called a route sheet when you sign up. On the route sheet will be all the speed changes, resets, gas stops, whatever, for the day. The object is to transfer this route sheet information into something you can understand and fit into your roll chart holder.

The Easy Way

You will also find at most AMA enduros a person sitting at the sign-up table selling pre-made roll charts for the even, known as Jart Charts; made by the company of the same name. Jart Charts are produced in California by my old friend Art Jensen and his son Steve, and they are very reliable and extremely useful. Pro riders use them as well as spodes like you and I, so there's no shame in buying a Jart Chart. You can buy them in any one of a half-dozen configurations, but basically you want one that shows you mileages and times for every minute of the run, which they all do. When you get a little more experience you'll develop a preference for one style of Chart over another—they vary in how they display the current

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speed average, the mileage position, etc.

Basically, all you really have to do is buy the Jart Chart and roll it up in your roll chart holder, but we don't want you to do that. We want you to find a quiet place where you can sit down with the Jart Chart and a handful of felt-tip markers of different colors, and a couple of highlighters, and the route sheet supplied by the club. With the aforementioned tools we'll want you to sit and study the Jart Chart, and mark and highlight all the speed changes, resets, gas stops and gas availables, free time, everything on the roll chart that asks you to think rather than just ride. You do this so you can see the significant changes better, and also to familiarize yourself with what's going to happen in the next six hours or so. To get a better handle on how to do this, keep reading.

On the other hand, if you want to start your career out like a real hardcore enduro rider, you'll forget about the Jart Charts for the time being, and move right to the front of the class.

The Real Way

Get yourself some felt tips and a roll of two-inch adding machine paper. Sit down with the route sheet and make your own roll chart, for every minute of the enduro. Yes, it's tedious. Yes, it's difficult. However, when you are done writing out a whole enduro you will be intimately knowledgeable of exactly what's going to happen during the day, and you will have an advantage over anyone who didn't bother. Here's how to do it.

The club route sheet will look like the one we received supplied with the sample Jart Chart, only usually not as complete. The first real instruction is a notation of the first speed average, which is 17 mph at 00.0 miles; meaning when you start you immediately have to start riding a 17 mph average. How can you do that if you don't have a speedometer? Easy—you do it the enduro way, and break the speed average down from miles per hour to tenths of a mile per minute. This is why you have an odometer rather than a speedometer.

To figure out what your speed average will be expressed as tenths per minute, all you have to do is divide the speed average by 60. Divide 30 by 60 and you get .5; that's five tenths of a mile per minute. Divide 18 and you get .3 per minute, divide 24 and you get .4 per minute. Get the idea? It works real easy with speed averages that divide easily into 60, but what if you get an oddball? What if the club uses a weird speed like 17 mph, or 21 mph? Just remember that a check has to fall on a whole tenth and a whole minute, and keep going with the math. If you divide 17 by 60 you get .283333, so you go .28+ every minute, but

Right: Example of a Jart Chart pre-printed roll chart. They're very complete, and probably easier to read than home made, but there's no better way to learn than to make your own.

since it would be illegal to put a check on any minute with a half-tenth on it, knowing every minute doesn't matter to you. So with 17 you would say "Hmmm... .28333 every minute doesn't work, but 1.7 every six minutes works fine!" See? You have a whole tenth falling on a whole minute, and the cool part is you get to ride 1.7 miles within six minutes with no possibility of a check falling on the oddball half-tenth minute. Now, unless you live in California or attend the Not So Tuff Enuff enduro, you may never see 17 mph, but it's a good mental exercise to work it out.

We'll get into the greater significance of having all that time between possible check locations a little later on, right now just get your division straight. 15 is .5 every two minutes, 21 is .7 every two, 10 is .5 every three. Sit down and work out every possible speed average on paper if you want to practice a little.

To write out a roll chart for this event, you would take your felt-tip and just starting listing every minute, like we've done in our example. We'd prefer to write the roll chart out using a method known as "only possibles;" in other words we only bother to write down mileage and time for only possible check locations—whole minutes and whole tenths.

So to write out the roll chart, you'd first note that the

NOT-SO-TUFF			
E-NUFF			
ENDURO			
1-19-03			
U.E.A.			
NO HOURS			
MI ON LEFT			
ONLY POSS.			
CKS SHOWN			
0.0	00	17	
SPEDO CK.			
AT 2.9			
3.4	12	17	
5.1	18	25	CHANGE
7.6	24	18	CHANGE
7.9	25	18	
8.2	26	18	
8.5	27	18	
8.8	28	18	
9.1	29	18	
12.1	39	18	
12.4	40	24	CHANGE
12.8	41	24	
13.2	42	24	

TEETH ON YOUR
SPROCKETS GOIN'
UP IN SMOKE



speed average is 17 mph, just so you know, and then start with the beginning, with 0.0 at :00. Yes, it's redundant, but it may remind you to start your clock. You know that there can't be a check before 3.0, but 3.0 doesn't fall on a whole minute, so write down "2.9 at :10," which is the last whole tenth and whole minute before the speedo check at 3.0.

Calculate the first possible check locations—whole tenth and whole minute—and note that the first critical instruction you have to remember is 3.4 miles at 12 minutes out. Following the method above we figure out that the first real mileage instruction on the route sheet will say "3.4 at :12" and write that down.

E-NUFF ENDURO 1-19-03 U.S.A.							
FUNCTION	START TIME	START MILEAGE	MILES TO GO	AVERAGE SPEED	END MILEAGE	END TIME	KNOWN
START	8:00	0.0	5.1	17	5.1	8:18	YES
SPEEDO CHECK	8:10	2.9	<- NOT EXACT MINUTE				
CHANGE	8:18	5.1	2.5	25	7.6	8:24	
CHANGE	8:24	7.6	4.8	18	12.4	8:40	
CHANGE	8:40	12.4	7.6	24	20.0	8:59	
RESET	8:49	16.0			20.0	8:59	
CHANGE	8:59	20.0	3.8	19	23.8	9:11	
RESET	9:05	21.9	NOT EXACT MINUTE ->		22.9	9:08	
CHANGE	9:11	23.8	4.4	24	28.2	9:22	
CHANGE	9:22	28.2	3.2	16	31.4	9:34	
CHANGE	9:34	31.4	7.0	21	38.4	9:54	
RESET	9:42	34.3	<- NOT EXACT MINUTE OR SOONER		34.9	9:44	
BREAK	9:54	38.4					
RESTART	10:40	0.0	4.6	23	4.6	10:52	YES
SPEEDO CHECK	10:47	2.9	<- NOT EXACT MINUTE				
CHANGE	10:52	4.6	7.8	18	12.4	11:18	
RESET	11:03	7.9	NOT EXACT MINUTE ->		8.9	11:06	
CHANGE	11:18	12.4	3.1	31	15.5	11:24	
CHANGE	11:24	15.5	15.3	17	30.8	12:18	
RESET	11:24	15.6	<- NOT EXACT MINUTES->		19.9	11:39	
RESET	12:07	27.9	<- NOT EXACT MINUTES->		29.6	12:13	
CHANGE	12:18	30.8	2.7	27	33.5	12:24	
CHANGE	12:24	33.5	2.8	14	36.3	12:36	
CHANGE	12:36	36.3	3.0	30	39.3	12:42	

Example of a route sheet that might be given to you by the sponsoring club. This one is the computer-generated sheet from Jart Charts. Your job is to turn this form of info into a roll chart that makes sense. It's all possible with a little knowledge.

To continue the chart, just keep adding the mileage to the next "possible" and neatly write each instruction on the roll. You could write out every minute, but since the mileage is odd in this case, your roll chart may turn out a confusing mess. Just be happy you only have to keep time every six minutes in the beginning of this run.

When you get to 5.1 miles, you see there's a speed change to 25 mph. So after you write "5.1 at 18" on the roll chart, you write "Change To 25 MPH" as the next instruction, and then you start calculating minutes as multiples of 25 tenths, since 25 mph is 2.5 miles per every six minutes. Admittedly, this is a confusing example. The Not So Tuff Enuff enduro was obviously laid out for computer users. Most of the Eastern enduros you'll attend use speeds resulting in possibles every minute, such as 18, 24 and 30.

Every time you hit a speed change on the route sheet you handle it in the same way—calculate the tenths per minute, and then continue writing the chart per whole minute. When you get to the next reset at 26.4, you first write the time for

26.4, like "26.4 at :12," and then right after that write down "Reset From 26.4 To 30.0".

You have noticed by now that at this point we've passed the first hour and are working on the minutes of the second hour. At 59 minutes you go straight to 00 minutes and then 01 minutes again. Forget about the hours; don't even look for them on your clock. The only thing that matters is whatever whole minute it is, and if you're concerned about the hour, or what time it is, then you're not going to win anything that day. Hours don't exist.

You write out the whole route sheet like this, and when you get to the layover at 54.9, you write "54.9 at :39" and then "29 Minute Layover" and then "Reset To 00.0" and start writing out the second loop of the event. All the term "layover" means is that when you get to 54.9 you get to take a 29 minute break—assuming you're not late when you get there, which would eat into your break—and then, according to the route sheet, you head for the back of the firehouse for a restart in the same place you started that morning. Note that the key time at 0.0 miles for the second loop is 11:10; remember that this means whatever time you arrived at the layover, you must be

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It's fun to ride an enduro and not do any timekeeping, but believe us it's much more rewarding if you know how to do it and understand what's going on.

ready to leave when your clock says :10 again.

To make it all easier to read on the bike, use different colors for the different instructions. Use black for the basic time and mileages, use red for speed changes, use black with a yellow highlighter for resets, whatever. I also write down the speed average in smaller numbers in the middle, just so I know what average I'm supposed to be keeping. Just use a system so you can see the difference between the all the different instructions on your chart. If you use a pre-printed Jart Chart, use the highlighters and markers to jazz up the information that's already there, once again, so you can immediately see the changes.

Note also that on our printed examples we folded up the Jart Chart to condense a long line of sequential information, and we condensed our written sheet by putting a squiggly line down. If it were a real roll chart we would have filled all that area with the "possible" mileages and time. We only condensed them here to save space.

Making It Work

Now to put this simple timekeeping system to work. Put the roll chart in your chart holder, and make sure you can read it properly. It's real easy to put them in upside down. Find the key time clock that the club has provided when you arrive at the enduro site—it's usually

near sign-up—and set your clock so that when your minute comes up, your clock will come up to :00 minutes at whatever hour (remember, hours don't matter. We'd recommend putting tape over the hour side of a Pep Boys clock). Genuine enduro clocks are nothing but timers anyhow, so when you start them they automatically start at zero. Set your odometer to 00.0 on the starting line, and you're ready to go.

Kick your bike over when the starter says "Go!", then ride at a good clip to the "speedo check" instruction at 2.9 and stop to make sure everything's working. Leave that spot a little earlier than right on time, and roll past the 3.0 speedo check card marked on

the course, and make sure your odometer agrees with the marked mileage. If it doesn't, correct it and make a mental note of how far off it was. This will be important later, when your odometer's mileage has to be exact.

Then ride, and start matching the route sheet to the odometer and clock—when 3.4 comes up on the odometer your clock should say :12, at 5.1 the clock should say :18. You will find it incredibly nervous and jerky riding, trying to find what the pace is to keep the clock and odometer smoothly matching up, but eventually you'll find a rhythm while you ride.

So there you are. You made a roll chart, and now you know that all you have to do is ride and match the roll chart to your instruments. You smile and thank the checkers as they mark your card in the checkpoints, and continue trying to keep your timekeeping equipment all matched up. And in case you haven't guessed, there's a whole lot more to it than this, but you'll have to tune in to an upcoming issue to read about the rest of it! ↑

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The image features a bottle of Golden Spectro Premix Concentrate motorcycle oil on the left. The bottle is black with a gold label that includes the brand name 'GOLDEN SPECTRO' in a stylized font, 'PREMIX CONCENTRATE' below it, a checkered flag graphic, and 'SYNTHETIC/PETROLEUM BLEND MOTORCYCLE 2-Cycle Engine Lubricant'. It also states 'Made in the USA' and '12 FL. Oz. (.3549 LITER)'. On the right, a rider in blue gear is shown in action on a blue and yellow motorcycle, leaning into a turn on a dirt path. The background is a blurred green forest.

2002 I.S.D.E. Gold Medalist - Fred Hoess

photo by
Paul Clipper

Every top level rider is always seeking new knowledge. Their riding knowledge is learned through first hand experience. Local knowledge can be learned by watching the fastest riders with the most experience in the local area. And technical knowledge can be learned by listening to the riders that win the championships. Multi-time ECEA Enduro Champion Fred Hoess has some knowledge to share with you if you ride off-road: You can depend on Spectro Oils. And he has the experience of winning several championships while using them to back up that knowledge. Show your knowledge and experience by doing what this ISDE Gold Medalist does; use Golden Spectro Motorcycle Oils.

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GREEN I

Kawasaki's Ohio one-two punch claims their home state

The AMA Grand National Cross Country Series seems to be drawing new fans every week, but apparently Mother Nature isn't one of them. After a clean 2003 series, each stop this season seems plagued by the rain gods.

The dampness may bother some, but the fans the series does have can help keep a rider going in tough conditions. Especially when you're the local hero, as is the case for both of Team Kawasaki's big-hitters, Fred Andrews and Chuck Woodford.

Wiseco John Penton GNCC Round 7, Millfield, OH 6/1

Jeff Russell and the Racer Productions staff that produces the GNCCs should enjoy coming to Millfield. Russell grew up there, and his family still calls the place home. He and his father, Howard, run Sunday Creek Raceway, the motocross facility that hosts the GNCC event.

But something always seems to go wrong at the Russell's home event. The weather is feast or famine; it's either bone-dry and dusty, or raining and covered in slick Ohio clay. The last two years were a dust-fest to rival any desert race. 2003 would be a mud bog.

The rain came down hard all day Saturday. By the time 700 racers had signed up to ride on Sunday, the storm had cleared and the sun was shining. But the course was a mess. Ohio mud can somehow stick to bikes like glue, yet still provide very little traction, and everyone knew this year's version of the John Penton GNCC would be tough.

The riders and mechanics argued over which part of the greasy, snotty start straight would provide the best traction. Barry Hawk's mechanic Doug Whitmer had it guessed best. "I wanted to go to the outside," said Hawk, the series' points leader and the winner of the last two races. "He guessed inside. But since I got holeshots the last two times he picked a spot for me, I figured I had better go there."

It worked, as Hawk nailed the start on his Am-Pro Yamaha while the rest of the contenders went down in a heap. "I had a good start," said FMF Suzuki Vet Steve Hatch. "But it was a like a tidal wave coming at me. They cut (Josh) McLevy off, and he was totally sideways when I drilled him with my front wheel. Then everyone hit me from the back. It was like a bad Harley scene in a movie, where someone kicks one of the

bikes and they all fall over like dominoes."

"I was down, but since we all fell it didn't really matter," said the R.E.R. Motor City-backed McLevy.

Hawk had a big advantage racing by himself on an incredibly muddy track. By the time the riders hit the Sunday Creek MX track, about 15 minutes after the start, most of them were covered with buckets of thick Ohio slop. Pro Circuit Kawasaki's Fred Andrews, a local product from Salem, knew he had to make a move early. "It was muddy and rutted, I knew I had to get to the front," said Andrews. "So I took some chances to get up there."

Andrews closed to within four seconds of Hawk after the first of seven laps, while defending series' champ Rodney Smith, Hatch and Team Green's Chuck Woodford went on the charge to the front.

Woodford, also an Ohio native and a multi-time winner of the treacherous Moose Run, is no stranger to tough conditions. So he pinned his KX250 and moved, amazingly, from tenth to first by the end of the second lap. "I felt good," said Woodford. "There were two ruts out there in every corner, and if you picked the right one and someone got stuck in the other one, you could make up time. But it was very demanding. You could spend a lot of energy just trying to fight your way through it."

Woodford's speed was without equal, but there were concerns over his fitness. The winner of last year's Penton race, Woodford injured his shoulder before the series' began and missed a few races healing up. Thinking he might not hold his pace for three hours, Andrews stayed with his teammate, to the delight of the partisan Ohio fans.

Woodford's teammate Fred Andrews (left) is also a mudder, and he kept Woodford in sight long enough to nail down second overall. Below: Some of the ruts would get you if you didn't watch out.



by Jason Weigandt

DAY

"Today was a day where it would be easy to just give up," said Andrews. "Your bike feels like it weighs 35,000 pounds. But we have a lot of fans out here cheering, they keep us going."

Others were not going so well. Smith smashed his chain guide on the fourth lap and was out, the second-straight DNF for the champ. Hawk's teammate Jason Raines, second in series' points, crashed hard on the motocross track and aggravated an old shoulder injury. He would struggle to stay within the top twenty. Hawk also had problems with his bike overheating, and had to pit.

Everyone's bikes were covered in thick mud, but the fans made it obvious when the green bikes of Andrews and Woodford went screaming by. But Hawk was determined to ruin the Ohio show, and he put on a push. "I was surprised to see him up there," said Woodford. "They were telling me where everyone was and I thought we had a good lead."

The trio put on a great race. The wooded portions of the course were covered in ruts, but when it opened into a field section, the riders pinned it looking for a way around.

Hawk's bid for a third straight win ended when he hit

a lapper before the white flag waved. "I never got tired, but a lapper pulled out in front of me a few miles before the white flag," said Hawk. "No offense to him, he was out there racing too. After that I tried to charge and catch back up, but it seemed like nothing was going right. It was a snowball effect." Hawk took third, but further extended his points lead over Raines.

On the last lap, the Kawasaki boys started to battle in earnest. "If he didn't make a mistake, I was going to take second," said Andrews. "You don't want to push the issue with your teammate. I saw him hit a root and stand the bike on its nose. His feet were up in the air, and I thought 'Well, he's giving it to me.' So instead of passing him, I just watched him to see the crash. But next thing I knew he saved it and cut back in front of me. I wasn't looking forward. I guess I just wanted to see him fall!"

Woodford then got around a lapper that Andrews didn't, and that was all it took. "This one was tough," said Woodford. "There were just two ruts everywhere, and things happen in a hurry. I wasn't thinking about Freddy being behind me. I've lost a lot of races late in the race, so I just tried to stay smart and ride hard until the finish."

Behind them, Hatch and Lafferty battled for fourth until Lafferty crashed on the last lap and dropped to sixth, with 250A rider Nathan Kanney rode spectacularly in the mud and claimed fifth overall on adjusted time.

Former National Enduro champion Randy Hawkins was seventh, and eighth went to R.E.R.'s Doug Blackwell. Ninth went to Ohio's Andy Shea, racing his first race of the season after breaking his foot a few months ago, and fellow Ohioan Robbie Jenks completed the top ten overall.

Kanney was the top amateur at the Penton, the best finish ever for the R.E.R.-backed New Yorker. "I guess I like the mud a little better than everyone else," said Kanney. "I actually got off to a bad start. I was fourth in my class after one lap. But then I found my groove and started passing guys. I saw Kiedrowski pulled off

the track (with clutch problems) and then I finally got around Hawkins. I just rode smooth."

Team Green's Bret Zofchak slithered to second in the 250A class and 12th overall, and third went to class points' leader P A Allen.

In the 200A class, John Bennett has worked out the bugs in his new Xtreme Suzuki RM125. He won his second 200A race in a row, and the MSR-backed rider finished 11th overall. Plessinger Cycle's/Moose rider Charles Mullins battled Bennett for several laps in Ohio, but rear brake problems eventually caused him to drop off the pace. Team Green's Scott Watkins was third.

Dustin Gibson won the Open A class after a good race with Todd Morain, while Kelvin Hull hung a six-minute lead on the Four-Stroke A field to win that class. Tony Taraborelli won the Vet A division on his Yamaha, and SCR Yamaha's Tim Shepard stomped them all in the Senior A class.

In the two-hour GNCC morning race, Ohio's own



Chuck Woodford is recovered from his early season healing, and ready to throw some dirt around. He absolutely loves riding in the mud, and is a serious threat to any muddy GNCC. He won in Ohio. Right: Barry Hawk finished third in Ohio.



The John Penton GNCC

Pro		2. Robert Kirchner	Suz	5. Sam Appis	Yam	3. Robert Sheppard	Yam
1. Chuck Woodford	Kaw	3. Randall Hillegas	Suz	Super Senior A		4. Kevin Freeman	KTM
2. Fred Andrews	Kaw	4. Bryan Desimone	Yam	1. Terry Mealer	Yam	5. Mark Price	Suz
3. Barry Hawk, Jr	Yam	5. Bill Gold	KTM	2. Frank Erbe	Yam	Senior C	
4. Steve Hatch	Suz	Open B		3. Jack Falbo	Suz	1. James Dice Sr	Yam
5. Michael Lafferty	KTM	1. Cecil Rose	KTM	4. Thomas Ebersole	KTM	2. Gary Maxwell	KTM
Open A		2. Shawn Barnes	Gas	Super Senior B/C		3. Dennis Fitzgerald	KTM
1. Dustin Gibson	KTM	3. Matthew Yukevich	KTM	1. Leo Jeziorski	Yam	4. Jeff Little	Kaw
2. Todd Morain	KTM	4. Troy Wertz	Yam	2. Timothy Cochran	Yam	5. John Pappa, Jr	KTM
3. Todd Marrow	Gas	5. Raymond Krohn	KTM	3. Dick Sweat	Hon	Women	
4. Duane Sprouse	Yam	250 B		4. Carl McDaniel	KTM	1. Heather Wilson	Kaw
5. Steve Henson	KTM	1. Chad Brown	Suz	5. Donald Munger	Yam	2. Casey Campbell	Kaw
250 A		2. Nathan Alering	Suz	200 C		3. Heidi Landon	Kaw
1. Nathan Kanney	Yam	3. Chris Buzzelli	Suz	1. Cw Pitsenbarger	KTM	4. Virginia Harrison	Suz
2. Brett Zofchak	Kaw	4. Kevin Korn	Kaw	2. Casey Neilson	KTM	Mini Senior	
3. P A Allen	Kaw	5. Michael Spilake	Yam	3. Brandon Maxwell	KTM	1. Thaddeus Duvall	Yam
4. Ben Bouwens	Yam	200 B		4. Scott Dennis	Yam	2. Brad Spevock	Kaw
5. D R Atwood	KTM	1. Robert Stock	Tm	5. Robby Towery	Kaw	3. Ryan McGaha	Suz
200 A		2. Justin Maxwell	KTM	250 C		4. Nathan Saving	Kaw
1. John Bennett	Suz	3. Nick Fahringer	KTM	1. Jared Hoffman	Yam	5. Morgan Green	Kaw
2. Charles Mullins	KTM	4. Robert Shank	KTM	2. Brandon Bentley	Suz	Mini Jr	
3. Scott Watkins	Kaw	5. Richie Elkins	Suz	3. Shawn Remington	Yam	1. Cory Buttrick	Suz
4. Mike Mihalik	KTM	Four-Stroke B		4. Chad Vanderveen	Yam	2. Corey Macdonald	Yam
5. Joshua Gaitten	KTM	1. Eddie Bell	Yam	5. Kenny Blankschaen	Yam	3. Andrew Boggs	Yam
Four-Stroke A		2. Rick Parsons	KTM	Open C		4. Robert Calhoun	Hon
1. Kelvin Hull	Yam	3. Forrest Tracey	Yam	1. Dusty Fleetwood	KTM	5. Ryan Kerr	Kaw
2. Darius Lattea	Yam	4. Adam Giddings	Yam	2. Jeff Luman	KTM	Mini Intermediate	
3. Bobby Hundall, Jr	KTM	5. Joey Belmont	Yam	3. Jeremy Luman	KTM	1. Tyler Macdonald	Yam
4. Marty Michels	KTM	Vet B		4. Bill Kronen	Yam	2. Nathan Wesselhoeft	Suz
5. Justin Williamson	Yam	1. Thomas Derby	Suz	5. Heath Abner	Yam	3. Bj Jaggie	Suz
Vet A		2. Bruce Peifer	Yam	Four-Stroke C		4. Robert Kondik	Kaw
1. Tony Taraborrelli	Yam	3. Gary Bisang	KTM	1. William Johnson	Yam	5. Zach Chesser	Suz
2. Jeffery Hursh	Gas	4. Paul Clary	Hon	2. Timothy Thompson	Yam	Mini 65	
3. Gary Stoffer	Suz	5. Paul Blaner	Yam	3. Tj Flowers	Yam	1. Kody Kinnison	KTM
4. Phil Smith	Suz	Senior B		4. Chuck Ward	Yam	2. Gregory Funk	Kaw
5. Larry Musick, Jr	Yam	1. Doug Welch	Yam	5. Tiltman McDaniel	Hon	3. Ryan Kemper	KTM
Senior A		2. William Henslee	Yam	Vet C		4. Corey Arbogast	Kaw
1. Tim Shephard	Yam	3. Mark Yukevich	Yam	1. Keith Vermillion	Suz	5. Zack Nolan	Kaw
		4. Bruce Snyder	Suz	2. Todd Mount	Yam		



Steve Hatch is doing the best of the Suzuki team so far this year, still firmly in the top ten with consistent finishes and only one DNF. He finished fourth in Ohio.

Keith Vermillion romped home the overall winner, riding in the Vet C class. Terry Mealer got back to his

winning ways in the Super Senior A class, taking seventh overall and a class win in Ohio. And Team Green's

Heather Wilson once again romped home the winner of the Women's class. Heather, a Californian, is dominating the Women's class, grabbing six wins in seven races this season, and consistently finishing in the top ten overall in the morning.

In GNCC Youth racing, Am-Pro/Morgantown Yamaha/MSR-backed Thad DuVall cruised to his second GNCC overall Youth win in a row. Tyler Macdonald finished eighth overall and won the Mini Intermediate class, and Ohio's Corey Buttrick won the Mini Junior class. Perhaps the best ride of all was turned in by Kody Kinnison, who finished an amazing 17th overall out of 94 Youth riders on his KTM 65! Kody was far and away the Mini 65 class winner. ↑

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RIDING FOR THE

The New Hampshire Classic finally breaks the \$100k barrier!

The high point of the annual New Hampshire Classic Charity Ride didn't arrive somewhere on the trail. No, the best part of the ride for those of us involved came Saturday night, when "Lisa T" Babaian of the Cystic Fibrosis Foundation revealed to the crowd that indeed we had exceeded our dream goal and raised \$107,000 to help find a cure for the respiratory disease of cystic fibrosis. We tried hard last year, getting as close as \$87,000, which was a record at the time but still disappointing as we came closer to the 100k mark. This year, there was no question we were headed over the top, as 430 riders signed up between Friday night and Saturday morning, along with 36 kids for the Kids' Classic ride. All the riders were generous to a fault this year, and they deserve a huge "Thank you!" from the charity as well as the Merrimack Valley Trail Riders club. Saturday night's announcement was something we've been wanting to hear for a long time, and it was met with cheers and a standing ovation.

The ride started from the New Hampshire International Speedway in Loudon, NH. Two loops were planned, a northern loop on Saturday

and a southern loop on Sunday. For the first time in anyone's memory, the rain seemed to be holding off on Saturday morning, and it looked like we were about to have our first dry day in weeks, but it wouldn't turn out to be true. The rain started after lunch and did a fair job of soaking everyone down before they made it back to the Speedway.

The Kids' Classic ride also began at the speedway, when all the kids were loaded on to a bus and taken to the Hop-Ev Recreation area, a riding park nearby

where they could use their unregistered bikes. The Kids' Classic is a great thing. Organized by Mike and Karen Harrison, what they do is take your kid and his/her bike, load them both up and pack them off to a riding area, a different one each day. They do all the supervising, lead them on group rides according to ability, and feed them lunch. Meanwhile, you get to ride the adult ride with all your friends. The bus returns at 5:00 p.m., and you collect your kids for the night before taking them back in the morning. It's a

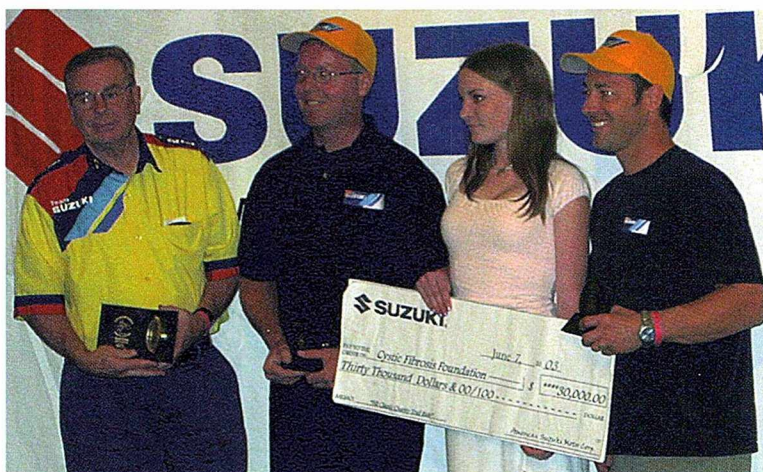
great system for all us parents in the crowd.

Unfortunately, a bout of food poisoning kept my traveling partner from joining the Kids' ride on Saturday, and by default the situation kept me hanging around the Red Roof Inn with nothing to do but read all day (*Shakey*, the biography of Neil Young). It wasn't at all what we had planned for, but what are you going to do?

The Saturday ride took the

Left: Dennis Huckins, Shane Nalley, Anne Mumford, and Rodney Smith with the big check from Suzuki.

Below: All the kids lined up for a group shot on Sunday morning.



CURE

"northern loop," which heads east of the Speedway past Pittsfield to Stratford, then north to do a big loop around East Alton. From there it comes back south and then heads west, working its way back to the Speedway again. The riders did about 110 miles, and the only gnarly feature was a big uphill that caught a lot of guys by surprise and caused some bottlenecking. Guest of honor Rodney Smith scored lots of points by riding the loop double-up with his wife Lori and apparently cleaning the hill with his passenger. He said it was fun, at the banquet Saturday night Lori stood up and volunteered that her "butt was broken!" Which, of course elicited a comment from someone in the audience (whose initials are Dave Fitzgerald) that "it doesn't look bad..." Right you are, Dave!

The only damper on the day was the rain that started right after lunch. Though it was on and off, it was mostly on—in keeping with the general weather trend so far this spring. Guys were trickling in after three o'clock in the afternoon, and hopefully they were all back by the time we started the banquet festivities.

The banquet was great fun this year. The CFF had set

up a huge circus tent on the property, right at the front of the pits, and had the affair catered—ribs and chicken and all the trimmings. They also had a cash bar on site, which helps after a long ride. CFF's Lisa T. emceed the ceremonies, and handed out awards to sponsors and club members. The one individual rider who donated the most pledge money this year was Ben Watkins, who won a pair of American Airlines

tickets for raising \$2875. New England's clubs have gotten together in a CFF club challenge in recent years, but once again the most money earned was by the Pilgrim Sands Trail Riders, at \$6600.

Anne Mumford, a CF sufferer and one of the helpers at the event, introduced herself and spoke for a minute on what it's like to live with CF and explained some of the good the Cystic Fibrosis Foundation does for her and her peers. Then Jay McGrath got up and introduced the Hawk Award, a new award for special friends and supporters of CF and the annual ride. The Hawk is the nickname of Tom McAlpine, an MVTR member and dear friend of many, who passed away last year after a long fight with cancer. We all miss Tom very much, and this year's ride was dedicated to his memory. Tom's life-long friend Ray

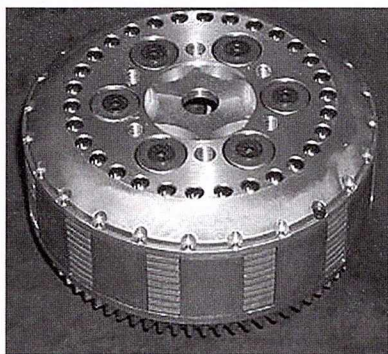
Lajoie was the recipient of the award this year.

Special guest Rodney Smith said a few words to the crowd, and then we were treated to a 14-minute video of the day's ride, created and edited just that afternoon. It was great! Some of the guys could even pick themselves out in the video. After that, the banquet slowly broke up and we all went off to bed.

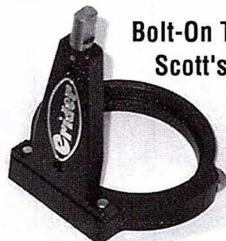
The next morning they had an extended riders'



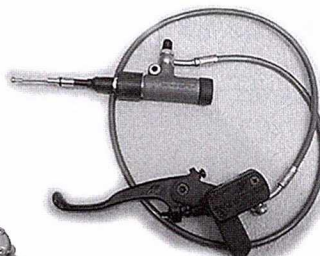
The ride wasn't especially wet this year, but we did skirt the occasional pond.



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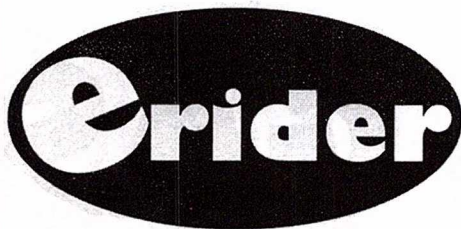
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Rodney Smith rode the course on Saturday with wife Lori riding shotgun. Left: Glenn Mitera celebrates his DRZ win.

meeting in which the drawing for the Suzuki DRZ giveaway took place. Glenn Mitera of Concord, New Hampshire was the surprised winner, and he was practically standing right next to the bike when his name was called! The course for the day was described by trail bosses John O'Conner and Neil Lorensen. As it turns out, there were two route sheets available for the day's ride. The normal dual sport/trail ride route sheet was the main one, but if you were serious about your fun you could ask for one of the private-issue route sheets prepared by Neil, a ride that was nicknamed "The Back Door to Hell."

I know I'm getting old, because I didn't kick up a fuss at all when the group I was riding with (the Knox Trail Riders "Old School") chose to not only ride the normal

course, but also to forego any of the hero sections. The normal course was paved road, dirt road, and short sections of class four unmaintained cart roads and some little bits of singletrack trail. It was wet from the overnight rains, but all easily rideable and pretty mellow. We would have been better challenged if we followed some of the hero sections, of which there were only a few. The hardy souls who entered the "Back Door to Hell" came out with a really rugged trail ride and plenty of stories to tell. Maybe next year.

And next year we're going to push it up another notch. We're going to raise at least \$110,000, aren't we? And we're going to have even more fun in the dirt and rocks of southern New Hampshire, and it's all for a great cause. Many thanks to Neil and John, and all the Merrimack Valley Trail Riders for a great ride, thanks to Lisa and the Cystic Fibrosis volunteers for making it a great event, and thanks to Hawk McAlpine for all the great memories. ↑

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KTM 200EXC

Is this KTM's most enjoyable ride?

KTM's 2003 200EXC wasn't completely overhauled this year, but it was treated to a number of small improvements that all add up to a thorough refinement of the bike. The new features for this '03 were evenly split between engine updates and new frame and chassis details, and though the bike isn't an "exciting new model" the end result is a 200EXC that works way better than ever before.

It'll be helpful to start out by reminding you that the KTM 200 is a KTM 125 with a longer stroke and bigger bore. The 125 uses a 54mm piston and a 54.5mm crank stroke. To make it a 200, KTM increases the stroke to 60mm and the bore diameter to 64mm. This of course means the cylinder and cylinder head are different between the two bikes, as well as the crank and connecting rod, and the bottom end and transmission are identical. KTM only brings in a 125SX to the USA now, which uses a 39mm Keihin PWK carburetor. In Europe, the EXC version of the 125 uses a 38mm PWK carb, which is also used in the 200.

The exhaust pipe is completely different between KTM's 125 and 200, and of course the EXC uses a heavier lighting coil ignition rather than the MX-only 125SX ignition. The EXC also has a different set of transmission ratios to make up the overall wide-ratio EXC gearbox, versus the close ratio cogset of the SX. Various small parts are different between the 125 and 200, mostly showing the difference between the EXC and SX, but basically in every other regard the 200 is the same as the 125.

The key part of this similarity is that the 200 shares the light weight of the 125. KTM claims a dry weight of the 125/200 of 225 pounds. We weighed the bike with oil and coolant, a half tank of fuel and handguards installed, and came up with 234 pounds, so KTM is very close to the mark with their weight estimate. It's a pleasure to ride a trail-ready bike that

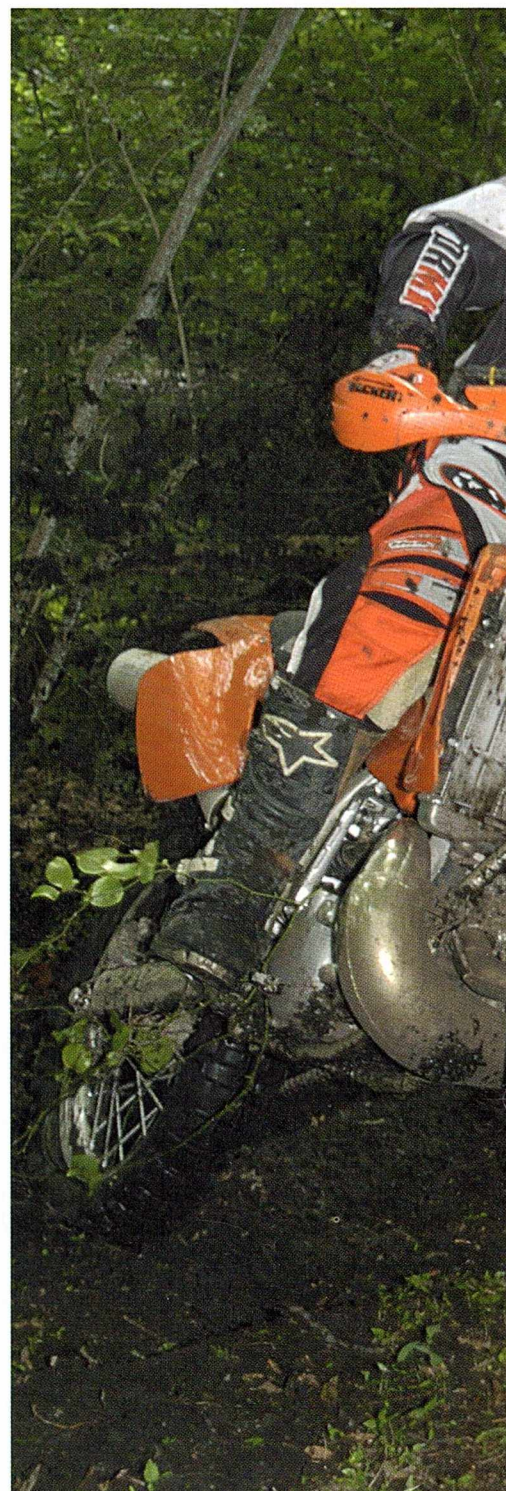
weighs this little, considering that a similarly outfitted 250 weighs at least 20 pounds more. But, it would be one thing if the 200EXC was simply 125 weight and slightly more power than a 125. That's far from the case. The 200 has so much more horsepower and torque than the 125 you can find yourself sitting back and wondering where they found all that power.

One of our junior test riders here, a 125 KTM pilot, summed it up quickly when he took the 200 out for a quick spin and came back saying, "I can't ride this bike. It's too fast!" The 200 simply has more power all the way across the board, compared to the 125. You have to ride the 125 by carefully stirring the gearbox the entire time, making sure you keep the little bike at the peak of the torque curve. You wind up screaming it the entire time. The 200, on the other hand, has a huge amount of low-end torque to keep you from having to worry about shifting all the time. It also has a strong midrange, and will rev out easily as far as the 125. Basically, the powerband difference between the two bikes is like night and day. The 125 is like a typical 125; the 200 is more like a small 250 in comparison.

The extra power, wherever they found it, makes the 200 much easier to ride. You can grunt this bike around in the lower gears hardly ever bogging the engine, and pull it out of the hole in a higher gear by just rolling the throttle on. Where the 125 takes a fair amount of attention to ride, the 200, in comparison, is a lazy-person's bike.

Wrap up the light weight and "small 250" power in the 200 EXC package, and you wind up with an excellent off-road machine, easy to ride and easily flickable around any object. Speaking from direct experience, if you're used to riding a big bike or a four-stroke, get on the 200 and it really feels like you're riding a toy. Very difficult to get tired out, riding this bike.

The suspension on the 200EXC is typical WP/KTM. Every year they change and/or improve the shock and fork internals, in a variety of different ways we don't even care to know. All we know is that the local suspension tuners tell us that the new KTM suspension



components are much better and longer-lasting than those of a few years ago, and worth the upgrade hassle of buying a new bike. It's good to hear it from them than to just hear it from KTM.

The forks are now using 48mm tubes, with three sliding bushings inside to minimize binding. They also have a tougher coating on them, and new seals and wipers. The rear shock for '03 uses a bigger reservoir tank, so that the shock can hold more oil and not be severely subject to heat fading. There are also new internals, new valving, etc. What we care about the most is how the suspension components work.

Right out of the box, with no changes or adjustments, they feel pretty good to us. With a 200 pound rider aboard, the bike feels a little stiff at slow speeds. Just a very firm ride, not a lot of wallowing around. The bike feels like it's going to be too stiff when it starts hitting rocks, and it is kind of rough at slow speeds, like we said. However, when you kick the

speed up and start riding a little more aggressively the suspension feels really good. It's very different from the last 200 we rode (two years ago), which was more harsh in the midrange—at the time a trait we thought to be typical of WP forks. Well now they've moved the harshness to the very top of the travel and made the midrange much more compliant.

Is it good that way? Will it work in New England rocks? Well, it's time to issue the usual disclaimer: It all depends on what you ride like, and what you want the bike to feel like. If you're a really demanding, aggressive, expert rider, you'll probably want to change everything. But if you have a bit more casual attitude or ride a little conservatively, you might think it's great the way it is. Without a doubt it's tough to accurately evaluate a set of forks that are brand new, and they'll probably smooth out a lot once the bike has 1000 miles on it. By that time it'll need an oil change anyhow, and you can talk to your tuner about any valving changes he might recommend. You plan to change your own fork oil? Yeah, right. Nobody works on these forks any more. You have to have a special spanner wrench just to get them open.

The shock? It felt okay to us. The bike didn't hop, dive, spike or wallow, and that's a good thing. You'll be a lot more sensitive to what's happening in the forks with this bike because your head is right above them all day, and you can feel everything bad the forks might do. The shock's main job is just to keep the back end following straight, and this bike does that well. As far as tuning goes, any shock tuner that works on the new WPs with any regularity will have suggestions of what they may need, and following their advice is not a bad idea—they work with these components every day. At the very least, you should have the shock oil changed at the end of every season.

Little Things

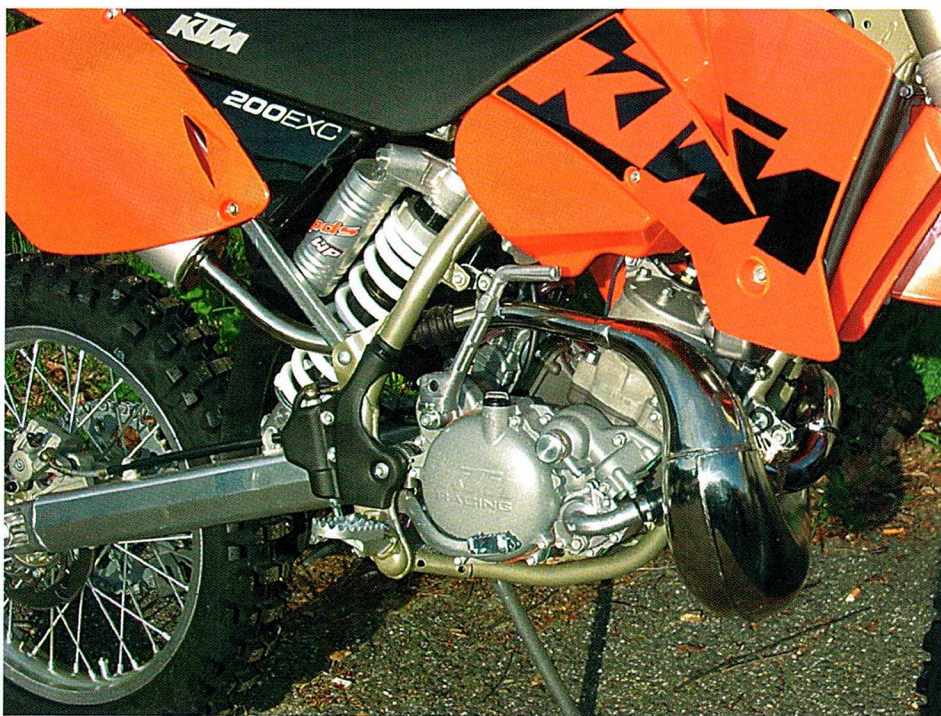
The tank and seat, as well as the radiator guards, are all new and slimmer than the old components. That's the good part.

The bad part is the firmness of the seat. If you thought the older KTM seats felt like plywood, well this one feels like marble. This may possibly be the hardest KTM seat we've ever felt, and it's a marvel that every time KTM makes a new seat they always err to the side of severe firmness. Know what we'd suggest? Enduro Engineering sells a complete seat—foam, cover, base, all installed—for \$105 (for the "tall, soft" seat). Buy one of them right away, and wrap the new seat in plastic and put it away. Then when you go to sell the bike put the brand-new seat back on and let the new owner deal with it. He might like it, you never know. Other than that, the stock seat is a great incentive to never sit down—which may make you a better rider, who knows.

So we complained about the seat, but we do have great praise for one new item on the bike. Finally KTM must have used up those 1956-era petcocks they've been using for the last who knows how many years. You know the petcocks, the ones that you had to use a pair of pliers to turn. Well, they're gone and replacing them is a wonderful, easy to turn modern petcock with the "on" position to the inside and "reserve" sticking straight out so you don't miss it. It's a great



KTM's new electronic odo is a welcome new feature.



A potent engine, a huge rear shock, excellent brakes, light weight, and the hardest seat in the sport.



petcock, and when we saw it we wanted to go to KTM and hug somebody.

The 200's engine received the majority of improvements this year, out of the entire KTM line. The factory made the second gear set in the transmission wider and therefore stronger. The shift drum was re-engineered to improve shifting, which it did, we must say. They also changed the porting scheme slightly and gave the cylinder head a different combustion chamber shape, and lightened the crankshaft. All was in an effort to increase power output and response, and once again they succeeded. We always said that the 200 was like a "weak 250," now it's even stronger. Great power.

New hubs front and rear are said to be stronger and more reliable; they certainly are bigger, that's for sure. The front wheel uses a bigger axle and different bear-

ings and spacers from the old wheels. The rear takes the same axle and bearings, etc., as the older wheels. Brake discs are the same as the older bike, just the hub casting is bigger and beefier.

A new braided steel clutch hose graces the front of the bike. There used to be a plastic hose working the hydraulic clutch, and though they had no problem with operation or feel, the plastic hoses could pull apart easily. And when that happens you have no clutch, and no chance to get it back. The braided steel lines will be much tougher, we're sure.

Another new cool feature in '03 is the electronic odometer/speedometer. It's got big numbers that are easy to see, and a variety of functions you can switch between, all lavishly displayed in the owner's manual. The best part is that we've ridden the bike a number of times and the unit still works, unlike KTM's old mechanical odometer cables, which would always wind up broken by the end of the day.

KTM's new front fender looks the same at first glance, but it is definitely wider than the old fenders. It's still the same ugly shape, and the narrowest part of the fender still isn't enough to keep mud off your face in the gnarly wet ride. It's better, though.

Finally, KTM has changed the frame color to a titanium-like hue that more or less matches the fork anodizing, and actually looks pretty cool. In addition, it's not paint it's powder-coat, so it should last considerably longer without letting rust show through.

Those fine looking orange handguards didn't come stock on the bike. They're the new Wacker guards from Motonation, and they work great.

Fine Machine

Well, we liked the 200EXC when they released the first model, and we can't say anything bad about this

one. KTM keeps bringing in minor but significant changes every year, and over time they all add up. Are you a staunch 250 person? You should try the 200, you may be completely surprised, especially with the 2003 model. The bike has great power, excellent suspension components, it's as light as a "small 250" can get, and it goes through the woods like a bee-stung jackass. Why on earth would you need anything more? ↑

SPECIFICATIONS

KTM 200 E/XC

Engine Type:	Liquid-cooled 2 stroke
Displacement:	193cc
Bore/Stroke:	64 X 60mm
Transmission:	Six-speed WR
Gearing:	14/48
Chain:	O-ring
Tank Capacity:	11 liters (2.9 gal.)
Carburetion:	Keihin 38 PWK
Ignition:	Kokusan CDI 110w lighting
Forks:	WP USD 48
Suspension Travel:	300mm
Front Brake:	Brembo 260mm disc
Front Tire:	Bridgestone M59 80/100X21
Rear Suspension:	WP PDS 5018
Suspension Travel:	335mm
Rear Brake:	Brembo 220mm disc
Rear Tire:	Bridgestone M402 100/100X18
Seat Height:	925mm
Wheelbase:	1461mm
Ground Clearance:	385mm
Claimed Dry Weight:	225 lbs.
MSRP:	\$5848

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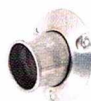
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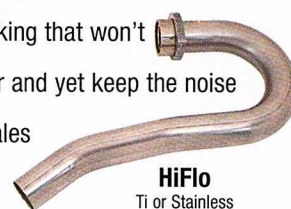
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PINE HILL MOTO

Racing in the land of the ribbons

Round 5, New Lisbon NJ 5/4

It probably wouldn't be too out of line to say that Pine Hill isn't one of the toughest enduros on the ECEA schedule. Nevertheless, with pleasant camping accommodations and an overall nice venue at Brendan Byrne (formerly Lebanon) State Forest in the Jersey pines, it still remains a popular event. Over the past few years, Pine Hill has tended to be "C rider friendly"—a good place to hone timekeeping skills; in fact it's often recommended as an ideal first enduro. The atmosphere at host club Central Jersey's enduro is usually light, and everyone attending generally seems to be having a fun time.

So what's the problem? There really is none, except that in 2002 many riders felt that the Central Jersey Competition Riders went a little overboard. Yes, there were some nice tight pine sections in the first loop, and a decent amount of good trail, but the speed changes and timekeeping quirks incorporated, especially in the second loop, seemed a bit excessive. At times, riders would be riding in first gear for miles along blacktop, checking their computers and roll charts, wondering what was going on. Some complained of boredom; others that it hadn't been hard enough, and of course there were some who enjoyed

the enduro for what it was—a nice Sunday ride, and not overly strenuous.

But 2003 is a new year, and new things can happen. However, in the weeks leading up to Pine Hill prognosticators wouldn't be betting on it, as they expected things to be pretty much the same as it was in 2002. Some entrants jumped the gun, making critical comments about how easy the course would be without ever imagining what Central Jersey would have in store for them. But after riding Pine Hill's 2003 version, apologies could have been in order.

That's because Bob Agonis and crew could be complimented this year for implementing a lot of nice changes in a course that rode very fluidly. And while AA Joel Dengler, riding on minute 36D, may have mastered most sections, for the majority of riders the layout provided some plausible tests and trail that fostered zesty, rhythmic throttling. In the early going, the trail was about as expected at Pine Hill, but the sections seemed a bit longer than in 2002, and the resets not as generous this year in terms of "catch up" rest time.

One of the most salient and talked about new features at this year's Pine Hill was a lengthy, narrow, ribboned motocross section that made competitive

infighting interesting, and passing challenging. This "Land of the Ribbons" was characterized primarily by relatively short stretches of straightaway feeding into hairpin turns, with a zig-zag effect making for some good, clean action. A lot of enduros have adopted enjoyable moto sections, but the length and narrowness made Pine Hill's somewhat unique. Positive comments were also heard about the loamy quality of the terrain in this section.

Regarding timekeeping differences, Pine Hill 2003 seemed to have check placements strategically located in a more traditional sense of what the enduro game is about. For example, the last check of the first loop caught more

Left: Doug Allen won the A200 trophy and took ninth overall. Right: Mike Bradway would have had the best score with a six, if not for Dengler's three.

than a few riders asleep as, just before it, Central Jersey ran a slow pace on dirt road then quickly threw in a mile or so of pretty tight trail. If you weren't riding on top of your minute, you might sacrifice a zero.

Dengler, recognized for his hare scrambles expertise, proved once again that his enduro skills are also very sharp. His score was half that of AA Mike Bradway's, whose card read six, for first place AA. John Robbins, Jack Lafferty, Aaron Kopp, and Dale Sweigart all posted sevens, with emergency points putting them in that respective order.

Pat Emmons's twelve was good enough to be on top of the A Open podium, while Doug Allen II captured A200 with the same score. Chuck Sullivan turned in the best A Senior card, and Steve Brown outclassed other A125 participants with a thirty-one tally.

Mike McHale's eleven edged out Brian Burt's thirteen in the A250 class.

Jim Jenkins, a fifty-nine year old airline pilot residing in Long Island, NY, was victorious in the A Super Senior class with a thirty-six score. Jenkins is a former California state enduro champion, who competed

File Photos by Paul Clipper





Ed Fifth took the B125 win, his third win this year in the class after winning the first two rounds by a wide margin.

against the likes of the Pentons. And just for the record, how fast were the Pentons? "They were all unbelievably fast," Jenkins said. "But I remember riding on the same minute as Tom Penton and we came upon a rider stuck up to his seat in mud. Tom stopped to help the guy, while I kept going. And before I knew it, he still caught me and blew by me. And I was a guy who'd won maybe twenty enduros in my life." Jenkins will soon turn sixty and by mandate retire from his pilot career. He then intends to buy an RV and devote even more time to enduros.

In the Masters class, well known ECEA figure Charlie Stapleford took home the win with a respectable sum of forty-six points. Merle Compton took home the first place trophy in the Women class with a 73.

In B Senior action, Mike Barr sizzled to a win with a 35. Just prior to the trophy presentations, as an inference to Barr's good recent performances in that class, someone jokingly attached an ECEA "A" card to his scorecard. Other B class winners were: Ed Fifth (34) - B125; Stan Grey (33) - B200; Linwood Whilder (37) - B250; Tom Blasscyk

Unofficial Pine Hill Enduro Top 14

1. Joel Dengler 3 (Grand Champion)
2. Mike Bradway 6/183
3. John Robbins 7/146
4. Jack Lafferty Jr. 7/154
5. Aaron Kopp 7/186
6. Dale Sweigart 7/198
7. Jeff Johns 11/177 HPA
8. Mike McHale 11/200
9. Doug Allen Jr. 12/190
10. Pat Emmons 12/203
11. Steve Guers 12/224
12. Ken Yankowski 13/177
13. Brian Burt 13/185
14. Brian Carden 13/208

High Point A

- | | |
|----------------|----------------|
| AA | Jeff Johns |
| A 125 | Mike Bradway |
| A 200 | Steve Brown |
| A 250 | Doug Allen Jr. |
| A Open | Mike McHale |
| A 4stk | Pat Emmons |
| A Vet | Rob Comber |
| A Senior | Ken Law |
| A Super Senior | Chuck Sullivan |
| High Point B | Jim Jenkins |
| B 125 | Mike Yanak |
| | Ed Fifth |

- | | |
|----------------|--------------------|
| B 200 | Steve Gray |
| B 250 | Linwood Whilder |
| B Open | Tom Blasscyk |
| B Four Stroke | Tom Nocera |
| B Vet | Tom Seaman |
| B Senior | Mike Barr |
| B Super Senior | Steve Hyde |
| C 200 | Alex Giegel |
| C 250 | Kevin McEnoy |
| C Open | Derrick Clerici |
| C Four Stroke | Ted Haines |
| C Vet | Scott Wynn |
| C Senior | P. Chamblings |
| Masters | Charlie Stapleford |
| Women | Merle Compton |

Teams

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2. MMC Team Flash 86
3. TCSMC Hammer # 1 98
4. SJER Fast Kidz 115
5. SPER Fast Boys 125
6. MMC Team Stumble 140
7. CDR 164
8. DER #3 208
9. DER #5 236
10. MMC Team Rumors 354

(34) - B Open; Steve Hyde (52) - B Super Senior; Tom Seaman (34) - B Vet.

Scott Wynn grabbed the top spot in C Vet with an 81, outdoing second place Kyle Dodig who had an 84. Derrick Cleric won C Open with a 58, and Kevin McEvoy was first in C250 with a 48.

When all was said and done, Central Jersey had put on a good show. It may not have been the toughest enduro on the circuit, but participants felt like they had ridden an enduro. Some of those pre-event critics were a little more sheepish, as Pine Hill had turned a new leaf. ↑

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The Pathfinders Motorcycle Club of Connecticut found a real winning combination for their new Mohawk All Off-Road turkey run. First, they got themselves a special permit to use the area without requiring registered vehicles. That opened up all sorts of possibilities for the riders alone, but then they decided to experiment and open the course to ATVs on Saturday. With a minimum of publicity, the Pathfinders attracted 137 riders on Saturday, consisting of four-wheelers and mixed groups of four-wheelers and dirt bikes. Club members working sign-up reported that some families forked over very large sign-up bucks, needing to join the AMA and pay the NETRA one-day user fee of \$10 (unless they chose to join NETRA altogether) as well as the \$35 entry fee, and were happy to pay it all just to have a place to ride their quads. Though this writer's official position on quads is that they should all be bulldozed into the ocean, I have to admit that the Pathfinders did a very good deed for the quad riders, and they will probably try to accommodate ATVs at some future events as well.



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By Paul Clipper

ROAD

We arrived at the sign-up late Saturday afternoon to watch muddy riders coming back in, looking tired but happy. This was one weekend where the rain was actually going to stop for a couple of days, but there was still plenty of mud here and there in the hills. The club members snickered and warned us to watch out for the hill at 1.3 miles out, that there was a 45-minute back-up there the day before. Oh joy; to barely get the bike warmed up and have to push it up a hill. Welcome to New England!

The Pathfinders signed up 289 riders on Sunday morning, a few of them hare scrambles riders choosing to ignore the

CATRA hare scrambles on the same day. By the time we got to the starting line there must have been at least 50 riders lined up, itching to get going. It was a beautiful day for a ride.

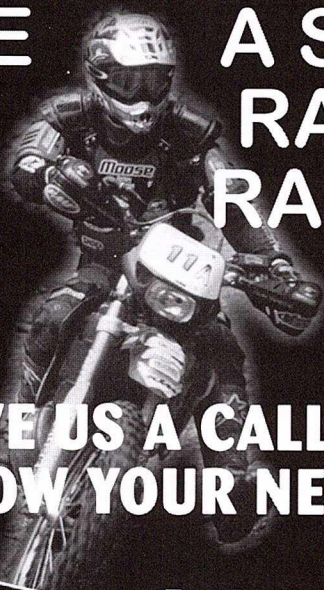
The trail was great for a while, but then traffic was stopped and struggling at the 1.3 mile hill. It was one of those places where if there was no traffic most good trail riders wouldn't have noticed the spot that caused the bottleneck. But once one rider stopped on the hill, all of the riders behind had trouble getting going on the slippery surface, so there was a lot of



The Pathfinders drew a huge crowd over the two days. I think it was the last sunny weekend we've had. Right: Son Zack tries to crush my bike with Balance Rock. Left: Wheelying the ski hill at Jiminy Peak.



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pushing. A mile or so farther up the hill was a natural rest stop at the top of one of the slopes of Jiminy Peak ski area, so we stopped and watched riders come up while we raided the snack supply in our bum bags.

Further ahead was a traditional powerline hill, and then a lemonade stand set up by the club. Most riders were stopping to refresh, and the kids running the stand looked like they might be able to pay for a college education with the contents of their cigar box. Good for them!

From there the course wound in and out of a maze of hiking trails, most in really good shape. A little side path led us down to Balance Rock, a very huge boulder teetering on a another rock in a very unusual way. It's a wonder vandals haven't figured out a way to jack it onto the ground by now, but they have managed to spray paint it, of course. There was also an interesting trail following a "chasm" down one side and up another, and a lot of cool spots to stop and check out the scenery and geology.

All too soon we arrived at the 16.5 mile shortcut, where I had earlier agreed to bail out with my partner, who was straining the limits of his endurance even at that. The course continued on, covering mostly fast, open trails until it finally arrived at the Red Bull energy stop and gas cache at a total of 32 miles out. Looping back from there the riders would come back for a total of about 50 miles for the ride. We cut out at 16.5, and finished up with about 26 miles total.

The only rugged part of the ride back was backtracking the last four miles or so, including the bottleneck on the way up, now downhill of course. There was at least one spot of epic mud, mixed up well by the 200 riders who passed through on the way up. There really wasn't anything that would end your day, but take the wrong line and you'd really have to work hard.

We made it back by about 1:00 p.m., joined by the first "A" rider who had blitzed the course and finished the whole 50 miles. They were all loving it, saying it was a great ride out to the gas stop and back. We'd have to agree with them, even though our course was a little shorter. Hopefully the Pathfinders will put this ride on again, and if they do, we'll be back. ↑

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I know the risks of danger to myself and my property while participating in the event and while upon the premises and, relying upon my own judgement and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons or organizations connected with this event for damages incurred as a result of any injury that I cause or receive.

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1977 Bultaco Frontera M

Nobody ever expects the Spanish acquisition

One of our test riders, Chris Collom, is a bit of a vintage MX buff, always buying and swapping various hulks and basket cases with more than a few projects ongoing in the garage at any given time. Chris used to be a devout motocross disciple, however after seeing nearly all of his riding pals go down with career-ending injuries, he started riding in the woods with our crew. Mind you that even though Chris is a very talented rider, he still has yet to reach his full potential off-road. In the interim our crafty skills have served to keep him eating our dust.

Chris had been talking up the sport of vintage motocross for some time and eventually convinced me that I should get a vintage MX bike so that we could enter some races together. Mind you, I'm not so sure that the opportunity to see us floundering around a motocross track (strike one) on a vintage bike (strike two) with no real motocross racing experience (strike three) aren't part of some vengeful plot on his part. Nonetheless, I thought what the heck, it might be fun to ride a couple of these events and I'm always up for a project. And I swear I'm checking any competitive juices at the starting gate.

So, here I was in the market for a vintage sled for the purpose of entering some laid back vintage events. I could hear Clipper sniggering already. Of course selecting a bike isn't as easy as it might seem. Since I had already ruled out any consideration for competitiveness, I really wasn't worried about a bike that might stretch the limits of

a given class, the way that so many serious vintage racers seem to lean. No, I just wanted to find something neat, complete and preferably one that's been sitting indoors, the longer the better. My objective was to create a runner, a bike that I was going to ride and not cry if it got a few scratches on it in the process. Sure, I'll try to make it look nice, but I certainly wasn't going to get hung up on originality.

Enter Bultaco's Frontera MK10 250 (Type 180). I didn't know squat about Bultacos before getting into this project. However, I did know an old riding buddy that had had one stashed away in the back of his barn for a decade or two, with a claim that it was running before it got shoved into that corner. I've since learned that one of the

most endearing traits of vintage Bultacos is the motor. It was reputed to provide good power and be among the most dependable of its day. Additionally, Bultaco used this very same bottom end for many, many years of production. There is an amazing commonality across model lines, greatly enhancing parts availability, both new and used. Note that Bultacos are still popular vintage dirt track sleds because of their left or right side shift mechanism (the shifter can be

mounted on either side) and the aforementioned motor constitution.

Of course, the years had taken their toll on our specimen and there was a little more to its repair than simply dusting off the

fiberglass. Just about everything rubber was rotted. Fenders and side panels were in bad shape. The seat was trashed and something was growing inside the float bowl. The frame was cosmetically battered and the handlebars pretzeled. The entire seat assembly—pan, foam and seat cover—was literally exploded, as a result of a poor location of its mounting bracket holes at the factory. The rear shocks were in a state of hydraulic lock—they would

It was rough when we found it, but a little elbow grease and a fair amount of cash has brought our Frontera back to life.



By Mark Uth

K10 250

compress but refused to release. Senor chopper, no?

To go along with the tweaked handlebars were old, frozen control cables and grips the consistency of gummy bears. The stock control perches were kind of trick, sporting Bultaco's own quick adjustment feature, however, the stock levers were long since broken and replaced with ill fitting substitutes. The clunky enduro down-pipe was in decent shape, protected by a serviceable black fiberglass skid plate. After depositing the wreck onto a bike stand in the garage, every-

thing got disassembled and I made a list. A substantial list.

Naturally, I needed help. Getting the bike running and running dependably was job one. Of secondary concern was to try to make the old Bul look as decent as possible without breaking the bank. I figured if it at least looked cool standing still, then my floundering about the track might not appear so bad.

With respect to the primary objective, Hugh's Bultaco has a surprising availability of parts and know-how for a marque that hasn't been manufactured in more than 20 years. From Hugh's we obtained carburetor and air-box boots, an air filter and cage, fenders front and rear, seat pan, foam and seat cover, front number plate, handlebars, Bultaco grips, gas tank emblems, seals, gaskets and all control cables. Fortunately the

motor was found to be in decent shape, so no major engine hardware was needed (e.g., top end, clutch, etc.), however if and when they are needed, I'm sure Hugh's will have those parts. The frame, swingarm, foot pegs, brake pedal, head stays, and related parts went out to Maurtco Power Coat for refinishing. This action is surely what turned this project around. The finished frame is just amazing—it looks great and has proven amazingly tough. The cost for the powder coating was around \$200, and I swear I'd never do another restoration without starting with this.

The final "must have" for the project was a new set of rear shocks. Suspension on this '77 vintage Bul

was more likely at home in 1972. Apparently, Bultaco was quite late in their eventual transition to modern long-travel suspension, so late so that the company expired soon thereafter. The shocks that came on the bike were non-functioning Monroes. They were doing little more than holding up the back end, and when contemplating a mere four inches of travel, you know



you really need to make the most of it.

In an attempt to keep me from getting my 'taco bell rung, I hooked up with Ned Owens of Works Performance at the Indy show this year and he agreed to help us with our project. Works Performance has the know-how to build an amazing variety of replacement aftermarket shocks, for just about any application imaginable, dirt or street, dual or single shock. After a couple of subsequent discussions with Ned, he recommended Works's steel body replacement for the Frontera, citing potential clearance problems with the chain and down-pipe for Work's remote reservoir models. Of course Works's steel bodied shocks are oil

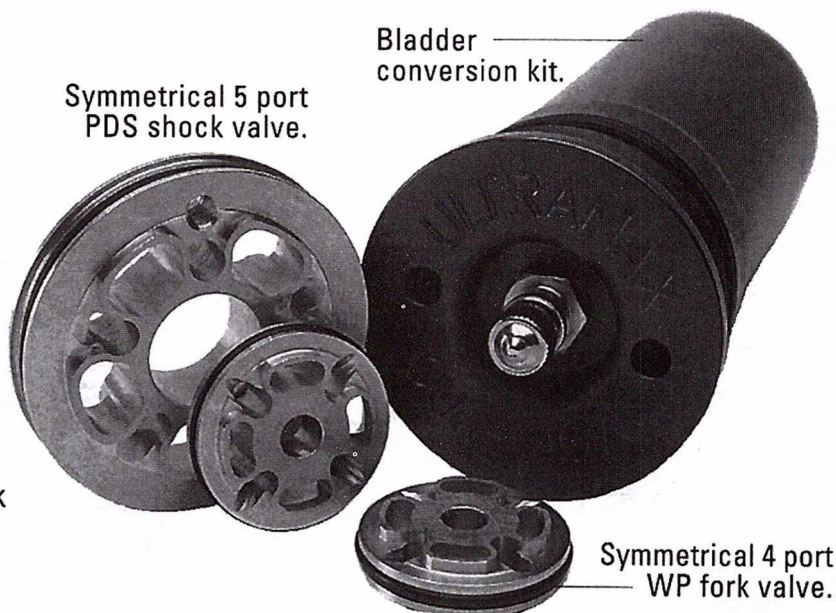


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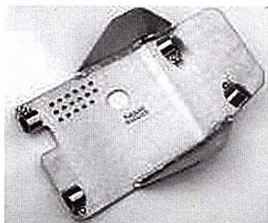
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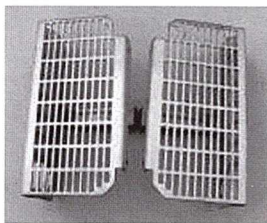
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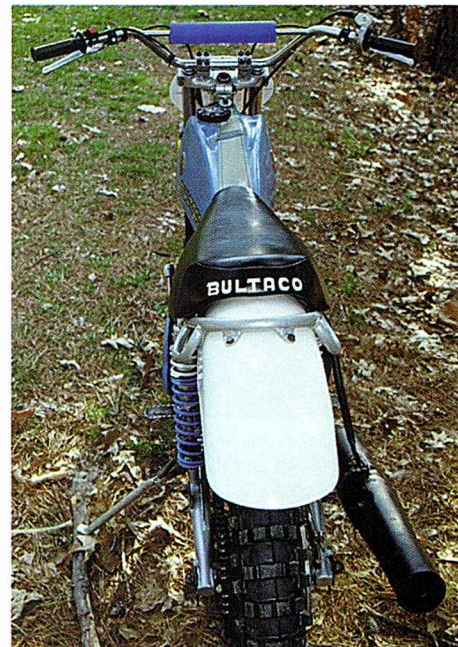
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and nitrogen filled with dual rate springs and custom valving. Spring preload is easily adjusted, and the shocks themselves are totally rebuildable, ensuring many years of service ahead of them. On the trail they've quickly proven themselves—not unexpectedly they work awesome. Paired with the stock fork legs filled with Spectro 30wt suspension fluid (at 5.5 inches), the Frontera suspension is quite capable for a bike of this vintage.

Without going through the blow-by-blow of the refurbishment/make run project herein, it is sufficient to say that a considerable number of man hours were expended cleaning, buffing, welding and grinding. However one of the things that made this project come out so well was the premium metal finish that seems common to bikes of this vintage. Be it the engine cases, side covers, triple clamps or wheel hubs, they just don't make finished aluminum parts



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like this anymore, at least not on dirt bikes. Each of these surfaces sports a polished surface that with very little buffing will shine like a showroom Harley. Even for the cosmetically challenged, you could spend way too much time here.

Racing the Frontera, that'll be for another story, perhaps some time this summer. In the interim, I've logged a handful of hours aboard the 'taco and compared to bikes of similar vintage, it works pretty darn good. Of course, the riding position is right out of "On Any Sunday"—I can't imagine ever getting used to it. However, perhaps young Drew hit the nail on the head when he suggested that the old Bul sure is a nice piece of garage eye candy. That it is. ↑

Who Helped:

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HILLBILLY CLASSIC

The season's finale was short, but a sweet workout

Round 15, Clanton, AL 5/25

Cycle Specialties Gas rider Russell Bobbitt went head to head with Stephen Reed to take the overall win at this year's Hillbilly Classic enduro. Looking relaxed at the starting line, Russell obviously put his head down and got serious to master the dense Alabama jungles. Clay Boreing was also right there just seconds behind Russell and Stephen to take third overall. Nolan Knight and Carsten Cagle rounded out the top five.

Once again, the Clanton Track and Trail club put on an excellent dual sanctioned SERA/SE&TRA event. Notorious for tight, technical trails, this year's race did not disappoint.

With heavy flooding in the area a few weeks before, the talk was, "How deep are the creeks?" Having crews out early that morning, trail master Jimmy Gentry assured everyone at the riders meeting that the creeks were down but riders needed to heed the advice of the crossing guards and get off their bikes and push. Now when I say creeks, I might as well say rivers. These were long, deep-water crossings. As one rider (Gary Copeland) said, "When I slid off my bike to push across, my 33 inch inseam got a little wetter than I would have liked!"

At 8:00 a.m. the first riders were off for a nice five



Russell Bobbitt was the fast guy in SETRA this year, and he finished up with the Hillbilly overall win. Stephen Reed (R) was second.

mile warm up section. Even though it did not rain Friday or Saturday, unknown to most participants there had been a gully washer Thursday. The deep woods turned into bogs and a challenge for many. I spoke to C Intermediate rider Patrick Harris who told me the race was a "survival test." And from the looks of those coming out of the first two sections, he was right. A restart at 23 miles out and a speed change at 31 miles to 24 mph put many riders late coming into the gas stop. With a quick splash of gas, riders were back out on the twisty, technical course. One rider commented, "It just keeps com-

ing' atcha." The Clanton Track and Trail club has limited land, but they sure know how to wind trails around in the dense woods, it keeps riders disoriented all day long.

The last official check before the known control finish was a tiebreaker and a welcome site for many. Several riders were ready to call it a day right there. Tough guy Mike Shealy from South Carolina thought he would just lay down and take a nap, having put everything he had into that last section. The check crew had to flush out weary riders and send them on down the



Photos by Kenneth King

Hillbilly Classic			A Master			1. Higuera Mike			Yam 57			3. Gevais Adrian			VOR 54			2. Womble Aaron			Kaw 71			3. Taylor Eddie			Kaw 95					
AA			1. Wade John			KTM 41			2. McConnell Will			KTM 68			4. Zobel Gene			Hon 54			3. Campbell Patrick			Suz 73			4. Edgen Randy			Yam 95		
1. Bobbitt Russell	Gas	23	2. Bridges Charlie	Yam	49	3. Smith Kyser	Gas	68	5. Greer David	KTM	62	B Senior			4. Lafon Nick	Gas	137	5. Roper Randy	Hon	103												
2. Reed Stephen	Yam	23	3. Ford Jim	Gas	69	4. Holder Geoff	Gas	132	5. King Curtis	Yam	146																					
3. Boreing Clay	KTM	24	4. Fero John	Yam	104	5. Roberts Chris	KTM	166	1. Herrington Ed	KTM	42																					
4. Knight Nolan	Kaw	25	5. Lacour Andy	Hbg	Ck3	B 250			2. Shipner Rick	KTM	52																					
5. Cagle Carsten	KTM	25	A Open			1. Jones Matt	Yam	49	3. Puryear Dean	Suz	53																					
A 200			1. Davis Frank	Suz	32	2. Webb Stephen	KTM	70	4. Painter Ken	KTM	55																					
1. Durham Luke	42		2. Elam Eric	34		B Four Stroke			5. Overton Gary	KTM	59																					
2. Kelley Mark	Yam	43	3. Nicholas Steve	KTM	35	1. Buysman Lon	Hon	59	B Super Senior																							
3. Bottomy Chris	Yam	92	4. Comeaux Lucas	KTM	38	2. Seaborn Steve	Suz	62		1. Harris John	Yam	56																				
4. Bratcher Derek	KTM	Ck5	5. Walker Greg	Hon	40	3. Harris Cody	KTM	64	2. Hill Rickey	Yam	97																					
A 225			A Senior			B Golden Master			3. Luther Greg	KTM	104																					
1. Reynolds Taylor	32		1. Stuckey Clay	KTM	41	1. Wyman Skip	Suz	Ck9	4. Young Vergle	KTM	177																					
2. Porter Ross	KTM	Ck6	2. Powell Pooner	KTM	44	2. Bransford James	KTM	Ck6	5. Sills Blaine	Gas	204																					
A 250			3. Cowles Robert	KTM	47	3. Mount Wayne	KTM	Ck6	B Veteran																							
1. Griffith Wyles	KTM	31	4. Wisenand Phil	Hus	49	4. May John Sr	Yam	Ck6		1. Joyce Mark	KTM	47																				
2. Black Stephen	KTM	46	5. Dennis Ricky Sr	KTM	51	5. Cufr Tom	KTM	Ck3	2. Dean Andy	KTM	57																					
3. Wellborn Trey	Kaw	50	A Super Senior			B Intermediate			3. Dillon Lance	65																						
A Four Stroke			1. Bell Barry	Hus	44	1. Hand Ronny	Kaw	78	4. Helton Benny	Hon	66																					
1. Harris Jeff	KTM	33	2. Goff Gary	KTM	46	2. McCall David	KTM	160	5. Johnson Mark	KTM	70																					
2. McKenzie Mark	Yam	34	3. Neeley Robert	KTM	54	3. Kaker Ray	KTM	Ck5	C 200			1. Madan Chad	KTM	76																		
3. Wafford Jason	KTM	37	4. Altman David	Gas	57	B Master			2. Dennis Ricky Jr	KTM	77																					
4. Sims Phil	Yam	64	5. King Wesley	Kaw	Ck5	1. Jones Rex	Hon	65	3. Batson Chet	Kaw	108																					
5. Boardwine Ed	Suz	81	A Veteran			2. Durham William	KTM	77	4. Flynt Phil	Gas	143																					
A Golden Master			1. Pittman Daren	Hon	30	3. Martin Mike	Yam	77	5. Noonan John	Yam	202																					
1. Rocco Robert	Gas	150	2. Collins Jeff	Kaw	31	4. Kirby Johnny	Hon	96	C 225			1. Johnson Michael	KTM	Ck3																		
2. Parker John	KTM	219	3. Harper Russell	KTM	40	5. Earl Gerald	Kaw	139	C 250			1. Willis Troy	Hon	67																		
3. Friedli Johnny	KTM	Ck9	4. Anello Frank	KTM	46	B Open																										
4. Morris James	Ck6		5. Vines David	KTM	48	1. Parke Jeff	Knt	47																								
5. Stockstill Byrle	Gas	Ck6	B 200			2. Barker Brady	KTM	51																								

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950 ADVENTURE S

trail to one more river crossing and the official finish at the 85.4 mark. In total the course was about 51 miles long.

Even though this year's race was tough, few were complaining. In fact, Open A rider Mark McKenzie from Dalton, Ga. said "It was awesome, I loved every minute of it. I am glad it was not any longer, but what there was, was great." Mark Joyce, Vet B winner said, "Now that is how a race should be—

tough, no black top, checks in the right places, just long enough to wear me out."

Vet A rider Darren Pitman put in a most excellent day, dropping only 30 points and taking the Overall A trophy home. Hot on his heels was Wyles Griffith winning the 250A class with a mere 31 points. And you know, there are still plenty of fast tough old guys out there. Robert Rocko persevered through the day to win the prestigious Golden Masters A

class, which by the way had quite a few entries for stiff competition. And speaking of stiff competition, KTM mounted Clay Stuckey won the A Senior class, which has become one of the hottest classes in the series.

Lon Buysman is still on a roll from his win at the Alligator, winning the B Four Stroke class. Jeff Parke, riding a new Knightline four stroker, has made a nice transition to the new bike winning the B

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Nolan Knight twisted his Kawasaki to fourth overall.

Open class. It will certainly be interesting watching the evolution of this new machine. And Rex Jones was all smiles having won the B Masters class, as William Durham and Mike Martin duked it out for second and third place.

In the C classes, Chad Madan won the C200 class barely getting by Ricky Dennis Jr. They have been

LISTENING?

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battling it out for the whole SE&TRA series with Matt Strickland stretching a class lead working this event. SERA rider Shane Taylor, coming off late row 72, won the C Four Stroke class with Michael Lafollette taking second, earning much needed points to chase Chad Lively for the SE&TRA series

finisher in Florida. Steve Lafon was the only guy in his class to sash it out and finish the event, winning the C Masters class, and David Rehm put in a great ride to win the C Senior class.

It should be noted that Russ Lewis, riding a small wheeled bike, won the 14 and Under Jr. 100 class and finished the event! Now, that is some careful riding and skill considering most of the river crossings had to look very deep on that small bike. And

last, but not least, Ginny Harrison who has become a serious enduro rider won the Women's class with a good ride.

Wrapped up for another year. The Hillbilly Classis has indeed become a classic and a favorite on both the SERA and SE&TRA circuit. Congratulations to the club, you did an excellent job as usual.

See ya at the races.

Suzy ↑



Carsten Cagle finished fifth at the Hillbilly.

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THE 32nd ANNUAL



BEEHIVE ENDURO

SUNDAY, AUGUST 24th, 2003

KEY TIME 8:00AM



START: Mauricetown Fire Hall, Mauricetown, NJ - Route 55 South to end. Route 55 becomes Route 47. Route 47 South to traffic light at Wawa. Turn right go across bridge and turn left at next intersection. Go two blocks and turn right to Fire Hall on right. DO NOT PARK IN FRONT OF FIRE HALL !!!!!

Rider Requirements: All riders must be at least 18 years of age and have a valid motorcycle license, registration and insurance card. Riders must also have an AMA Card and an ECEA Card. If you do not have an ECEA Card, one may be obtained at no cost by taking a test on Sat. 8-23 from 1 pm to 8 pm or on Sun. 8-24 from 6am to 8am at the Fire Hall. AMA applications are also available at sign-up. **All riders must wear eye protection at all times during the event.**

Machine Requirements: All motorcycles must have a valid license plate, mounted below taillight, headlight and working muffler. Scorecards are to be mounted on front fender. **Motorcycles are not to be started after 7PM on Saturday or before 7AM on Sunday. NO PIT RACING!!!!!! All generators are to be shut down at 10PM on Saturday.**

Food & Refreshments: Available at the Fire Hall Saturday evening and all day on Sunday.

Camping: Free camping is available.

Area Motels: Ramada (Vineland) 696-3800, Millville Motor Inn 327-3300, Wingate Inn 690-9900, Country Inn 825-3100

Gas Stops: There will be 2 gas availables at the same location. Containers must be Red DOT approved or they will not be transported. First gas truck leaves at 7am Sharp!!!

Entry Fees: Pre \$35, Post \$40, - Women \$25, Masters \$5 Pre-Enter Only!!! Drawing is 8-16-02, **Entries must be received by 8-13** to make the drawing. Make checks payable to Competition Dirt Riders, Inc. and mail to Competition Dirt Riders, 5386 State Hwy 49, Millville, NJ 08332

Information: (856) 327-5015 for Entry Info, (856) 691-5371 or E-mail Endurodave @aol.com for Trail Info

RELEASE & WAIVER OF LIABILITY & INDEMNITY AGREEMENT- ABSOLUTELY NO RIDERS UNDER 18 !!!

I hereby give up all my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the Competition Dirt Riders, Inc. Motorcycle Club, the promoters, sponsors, land owners and all other persons, participants or organizations conducting or connected with this event for any injury I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am on the Premises. I know the risks of danger to myself and my property while participating in this event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

I HAVE READ THIS RELEASE

SIGNATURE _____ DATE _____

NAME _____ AGE _____ AMA# _____ EXPIRES _____

ADDRESS _____ ECEA# _____ CLUB _____

CITY _____ STATE _____ ZIP _____ PHONE _____

BIKE MAKE _____ DISPLACEMENT _____

___ A 125	___ B 125	___ C 200	___ AA
___ A 200	___ B 200	___ C 250	___ C VET
___ A 250	___ B 250	___ C OPEN	___ C SENIOR
___ A OPEN	___ B OPEN	___ C 4STK-LIGHT	___ VINTAGE
___ A 4STK-LIGHT	___ B 4STK-LIGHT	___ C 4STK-HEAVY	___ WOMEN
___ A 4STK-HEAVY	___ B 4STK-HEAVY	___ A SUPER SENIOR	___ MASTERS
___ A VET	___ B VET	___ B SUPER SENIOR	___ DUAL SPORT
___ A SENIOR	___ B SENIOR		



Ocean County Competition Riders' present the
2003

"SCRUB PINE ENDURO"

2002 "Enduro of the Year Winner"

September 21st, 2003

Brendan T. Byrne State Forest (Formerly Lebanon State Forest), New Lisbon, NJ

Key Time: 8:00 AM
Entry Fee: Pre-entry \$35.00, Post entry \$40.00. Make checks payable to O.C.C.R. Mail to: Rocco Spano 2 Marc Lane, Wrightstown, NJ 08562.
Starting Pos: Drawing to be held 10 days prior to event date. 'A' & 'B' rider entries attached to 'C' entries will be drawn with the 'C' riders. Confirmation of starting number and other information will be mailed following the drawing.

Requirements: You must be 18 years old to ride this event - no exceptions! All entrants must have a valid motorcycle license, registration and insurance card. All machines must have proper license plate and a firmly attached spark arrestor. All entrants must have a valid AMA card and an ECEA license. An ECEA license may be obtained the day before the event, only by passing a written test. AMA 'A' card holders will be issued an ECEA license without testing. NETRA and other association riders will be issued a comparable license to their current enduro license or card. New riders should check 'C' class on entry. The State Police and Forest Rangers may be present at this event. You are responsible to allow yourself enough time to get to the start. All participants are required to sign a "Release and Waiver of Liability Statement" at the event.

Sign Up: Will be Saturday from 2:00pm until 8:00pm and at 6:00am on Sunday
Food: Will be provided Sunday by Cub Scout Pack 10.
Course: Approximately 75 miles of woods roads, firecuts and tight trail. Two different loops with gas back at the start. Most should finish!
Camping / Lodging: Free camping at start on Saturday night. Register at sign up before setting up camp. Absolutely no alcoholic beverages! Animals not allowed for camping out! The day of the event, dogs must be leashed at all times. The following motels are in the general area: Econo Lodge, RT. #37, Lakehurst (732) 657-7100. Best Western Rt. # 70, Lakewood (732)-367-0900 * Best Western RT. # 70, Cherry Hill (609) 665-1100

Classes: All ECEA classes. We will also offer Dual Sport and Vintage classes. 'C' RIDERS WILL TROPHY THROUGH 10th PLACE.

Information: <http://geocities.com/occr1> or call Rocco: 609-758-2747 before 8:30 pm. For fast rider-response, be sure to carry a cell phone during event, Verizon service works throughout all of Brendan T. Byrne State Forest! Call 609-605-1040 or 732-245-1132 with downed rider's mileage!!!

Directions: From Garden State Parkway Southbound: Take exit #88, follow Rt. #70 West to Rt. # 72. Take RT. 72 East to mile marker #3 and make left turn into forest. From Garden State Parkway Northbound: Take exit #63. Follow Rt. # 72 west to mile marker #3 and make right into forest. From NJ turnpike: Take NJ Turnpike to exit 4-Route 73 South 3 miles to Marlton, to Rt.# 70 east 18 miles to Rt. 72 East to mile marker #3 and make a left turn into the forest. Follow Spectator Arrows.

Name: _____ Age: _____
Address: _____
City: _____ State: _____ Zip: _____
Phone (____) _____ - _____ ECEA Club: _____
ECEA #: _____ AMA#: _____ Expires: _____
Emergency Contact /Phone _____
Bike Make: _____ Displacement: _____
Circle Appropriate Class Info: AA A B C
Vintage Dual Sport Women 4 Stroke Vet30+
Senior 40+ Super Senior 50+ Masters 60+
125 200 250 OPEN _____

CONFIRMATION MAILING LABEL-

Name: _____
Address: _____
City / State: _____ **Zip** _____

Release & Waiver of Liability & Indemnity Agreement

Signature (Below) indicates acceptance!

I hereby give up all rights to sue or make any claim against the American Motorcycle Association and it's district organizers, the Ocean County Competition Riders, the promoters, sponsors, and all other persons, participants or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing or participating in the event, or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and relying on my own judgment and ability, assume all risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Signature: _____

Required information before you are given a rider packet:

MOTORCYCLE DRIVERS LICENSE # _____ State: _____

Plate # _____

Insurance co. _____

Policy # _____

Policy expires on: _____

I hereby state that the above information is valid and correct.

Signature:

x _____

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2000 KTM 400EXC Oil changed often, handguards, skid plate, Pro-Taper, Fastway pegs, WER susp., like-new plastic, more. Just a fantastic bike, don't know why I'm selling it. 609-953-2922.

2002 Gas Gas XC200 Mass. Title, Scott's Damper, Fact. Conn. Susp., LTR jetting and ex. valve cvr., E-Line guards, many new parts. Senior owned, \$4500, 508-238-8602.

2002 KTM 200EXC Excellent condition, very low hours, maintained by fanatical engineer. Must see. Selling as stock for \$3900. Also have MANY accessories (read: "everything") selling separately for very reasonable prices. Call Steve at 973-610-4693.

2000 Yamaha PW50. Excellent condition. Son grew out of bike way too soon! Looks great & ready to ride. \$850. Call Steve at 973-610-4693

1998 Kawasaki KDX 220R Adult owned and maintained, New York title and street legal lighting kit. Fredette cylinder head porting with Boyesen reeds, bored carb to 36MM FMF Gnarly pipe with Fredette guard and Turbine Core 2 USFA silencer. WER susp. and steering damper, new tires and susp. pivots. ICO computer, Renthal bars and Acerbis hand guards. \$2650, Newburgh, NY 845-564-7456 or woodrider@peoplepc.com

2002 KTM 200 EXC \$3975, **2000 YZ 167** \$3275, both have Factory suspension & extras. 888-548-2743 or Mike@picacard.com

2000 Kawasaki KDX220 w/240 engine kit. Gold Valve susp., Pro Circuit pipe, billet kickstarter, skid plate and bark busters. New tires, chain, sprockets and brakes. Runs and looks great, \$3100 obo, (203)949-1513.

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2001 KTM 200 EXC new plastic, WER susp. EE seat, clutch guard, handguards, Renthal chain and sprockets, steel clutch plates, NJ title, exc. cond. \$3500. 973-586-2464 or bobs174@aol.com.

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by Ed Hertfelder

The Nationwide Typo

As soon as I heard it I knew it was just a typographical error, a "typo."

Here was information coming from the Intellectual Capital of the Known World—Washington D.C.—advising every household to get plastic sheeting and duct tape. We were told to use the stuff to seal the windows and doorways of one room where we would be safe from a terrorist gas attack.

All this information was coming from people who didn't seem to know that the whistling sound coming in and out of their nose as their lungs inflated and deflated was caused by air moving in and out. Mixed with this air, usually, was about ten percent oxygen atoms which is a good thing to have unless you're suddenly in a suicide frame of mind.

A normal relaxed adult, Republican or Democrat, don't matter which, needs one cubic foot of air per minute containing, as we said, ten percent oxygen just to stay alive. A person working hard, maybe a little terrified, and above all cold, needs a lot more than a cubic foot of air a minute.

There was a simple, easily explained typo in that directive. What they intended to tell us was to gather up DUCT TAPES; note the plural. You constant readers know that you can gather up any number of Duct Tapes from used magazine stores for a mere pittance. In the Tapes there may be a few laughs to alleviate the almost constant tension of the reported seriousness of a possibility of another terrorist attack which, to make it easier for us to understand, are graded by color. This is the same way information might be given to a kindergarten class.

It's important to remember that there is an awful lot of good civil defense type information in the Tapes. Making rain jackets from garbage can liners for instance. This original Tape suggestion has caught on among trail riding motorcyclists and has been passed on to hikers, skiers, football fans and even some of the usually better dressed birdwatchers.

Another useful lot of info was the 41 cent tool kit consisting of a twenty five cent piece, a five cent piece along with a dime and a penny. By placing these coins, in any combination necessary, between the jaws of a too large open end wrench, repairs could be affected on anything held together with nuts and bolts.

And the Tape information on recovering food is almost priceless in the event of a terrorist attack on supermarkets. One particular "food recovery" Tape was written after I foolishly waved the sweep crew past at an enduro before I discovered the mechanical problem with my motorcycle was, as the doctor's say, terminal.

After I'd gotten over the disappointment of

adding another DNF to my expanding DNF file I became aware, with the suddenness of a clear-sky lightning strike, that I was hungry.

Actually I was closer to famished and approaching a degree of famishness that could be called starvation. Almost by accident I had left a foil wrapped fried egg sandwich in the only pocket of my riding jacket whose bottom hadn't been punctured to oblivion by assorted 13, 14 and 15 tooth Bultaco countershaft sprockets. The length of time the sandwich had been in the pocket was something you don't really want to think about in situations like this. I do recall, however, that I was watching black and white television as I spread quite a bit of butter on the semi-stale bread I was using.

Semi-stale bread is when you can hear a definite scraping noise as you spread the butter.

Don't take this to mean that a foil wrapped fried egg sandwich will stay edible as long as M.R.E.s, but it all depends on just how hungry you are.

I suppose the moral of this is to remember NOT to wave a sweep crew past unless you have your own large helicopter standing by to lift you and your motorcycle back to civilization.

Another emergency cache of food that I discovered almost by accident was when I was driving home from an enduro in upstate Pennsylvania in a cash poor condition. I was gathering up gas money from every pocket and under every seat cushion and was working my way into the seams of my fanny pack where I discovered pure gold. I found enough change to fill the van's tank way up past the one-quarter mark and 10—ten!—malted milk balls! These particular balls were the remnants of a pretzel can full of the things presented to me when I was after-dinner speak-

ing at the Daytona Dirt Riders annual feed at least two years previous.

They were covered with lint to a depth that I prefer to forget. A couple of them had those little plastic tubes of ignition cam lube imbedded in them but I bit them off and spit them out.

Another Duct Tapes tip that might prove useful after a local terrorist attack on your water supply—something our newspapers suggest might happen even if the terrorists haven't even thought about it before—is a way to get a good

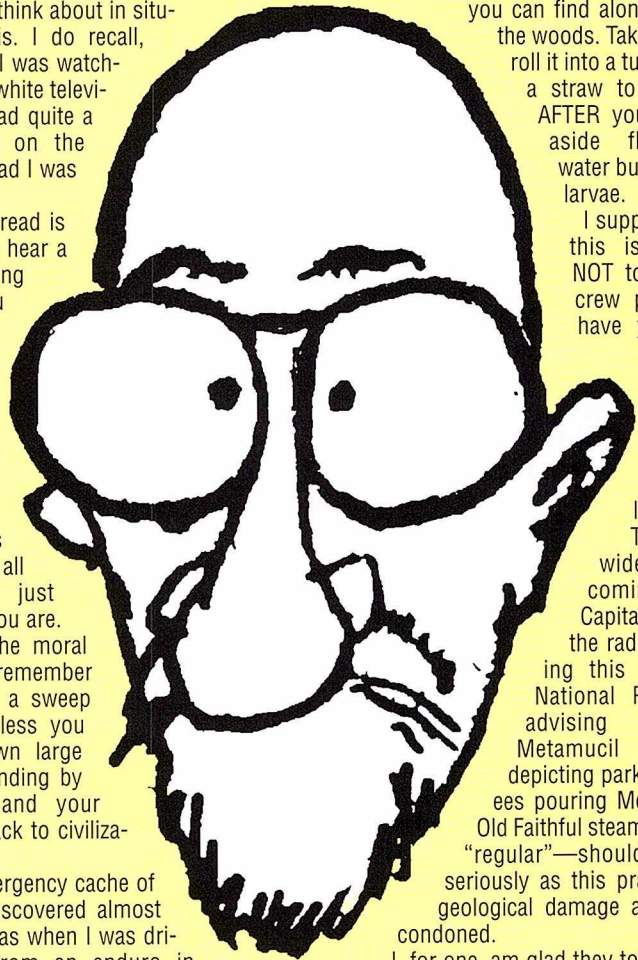
drink of water from those small pools you can find along low ground in the woods. Take a dollar bill and roll it into a tube and use it like a straw to suck water up AFTER you carefully push aside floating leaves, water bugs and mosquito larvae.

I suppose the moral of this is to remember NOT to wave a sweep crew past unless you have your own large helicopter standing by to come and lift you and your motorcycle back to civilization.

The latest nationwide correction coming from our Capital is coming over the radio as I'm recording this correction: The National Park Service is advising us that the Metamucil television ad depicting park service employees pouring Metamucil into the Old Faithful steam vent—to keep it "regular"—should not be taken seriously as this practice can cause geological damage and is not to be condoned.

I, for one, am glad they told us that.

—Ed Hertfelder



Ed Hertfelder is a teller of tales and writer of books, as well as author of the globally famous Duct Tapes stories. Want a list of Hertfelder columns from 1986? Ask nice with a S.A.S.E. to Ed's ranch at P.O. Box 17564, Tucson, AZ 85731; or E-mail to ducttapes@yahoo.com. ↑

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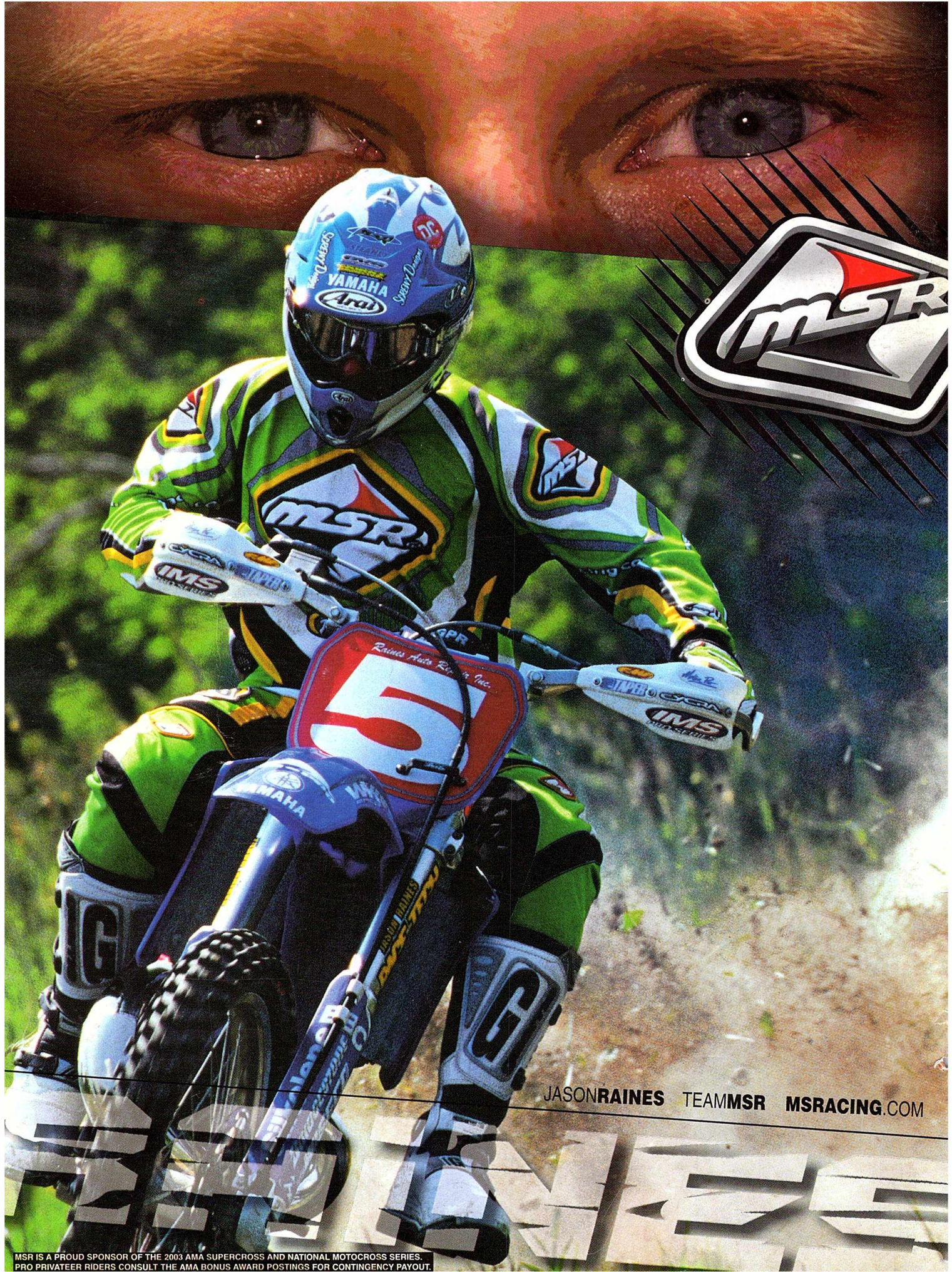
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